

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

7110.114

4/11/97

SUBJ: LAND AND HOLD SHORT OPERATIONS (LAHSO)

1. **PURPOSE.** This order prescribes standards for use by Air Traffic, Flight Standards, and Airports in approving and conducting Land and Hold Short Operations (LAHSO). This order also establishes terms of reference, conditions, and limitations for the application of LAHSO.
2. **DISTRIBUTION.** This order is distributed to the branch level in Washington and regional Air Traffic, Flight Standards and Airport Safety and Standards offices, and the Office of System Safety, and to all air traffic field offices and facilities, Flight Standards District Offices, and Airport District Offices.
3. **EFFECTIVE DATE.** July 17, 1997
4. **BACKGROUND.**

a. LAHSO is an acronym for "Land And Hold Short Operations." These operations include landing and holding short of an intersecting runway, an intersecting taxiway, or some other predetermined point on the runway other than a runway or taxiway. Previously, the acronym "SOIR," Simultaneous Operations on Intersecting Runways, was used exclusively to describe simultaneous operations on two intersecting runways - either two aircraft landing simultaneously or one aircraft landing and another one departing. SOIR has been used as a tool by air traffic controllers to increase airport capacity since 1968. SOIR has grown into a procedure now used at almost 850 intersecting runway combinations at more than 220 airports in the United States, including many general aviation airports (non-14 CFR 139). However, the term LAHSO now incorporates SOIR, which is being expanded to include landing operations to hold short of a taxiway and to hold short of predetermined points on the runway. Just as SOIR is a tool for expediting traffic flow, the additional operations outlined under this LAHSO order are for those airports that need additional tools to decrease delays.

b. This order sets the standards for conducting the following LAHSO combinations:

- (1) Land and hold short of an intersecting runway
- (2) Land and hold short of an intersecting taxiway
- (3) Land and hold short of a predetermined point
- (4) Land and hold short of an approach/departure flightpath

5. **DEFINITIONS.** For the purposes of this order, the following definitions are provided:

a. Available Landing Distance (ALD). That portion of a runway available for landing and roll-out for aircraft cleared for LAHSO. This distance is measured from the landing threshold to the hold-short point.

b. Contaminated Runway. For the purposes of this order, a runway is considered contaminated whenever standing water, ice, snow, slush, frost in any form, heavy rubber deposits, or other substances are present. A runway is contaminated with respect to rubber deposits or other friction-degrading substances when the average friction value for any 500-foot segment of the runway within the ALD falls below the recommended minimum friction level and the average friction value in the adjacent 500-foot segments falls below the maintenance planning friction level.

c. Friction Measurement. A measurement of the friction characteristics of the runway pavement surface using continuous self-watering friction measurement equipment in accordance with the specifications, procedures and schedules contained in AC 150/5320-12, Measurement, Construction, and Maintenance of Skid-Resistant Airport Pavement Surfaces.

d. Hold-Short Point. A point on the runway beyond which a landing aircraft with a LAHSO clearance is not authorized to proceed. This point may be located prior to an intersecting runway, taxiway, predetermined point, or approach/departure flight path.

e. Hold-Short Position Marking. The painted runway marking located at the hold-short point on all LAHSO runways.

f. Hold-Short Position Lights. Flashing in-pavement white lights located at specified hold-short points.

g. Hold-Short Position Signs. Red and white holding position signs located alongside the hold-short point.

- h. LAHSO. An acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersecting runway, a taxiway, a predetermined point, or an approach/departure flightpath.
- i. LAHSO-Dry. Land and hold short operations on runways that are dry.
- j. LAHSO-Wet. Land and hold short operations on runways that are wet, but not contaminated.
- k. Maintenance Planning Friction Level. The friction level specified in AC 150/5320-12 which represents the friction value below which the runway pavement surface remains acceptable for any category or class of aircraft operations but which is beginning to show signs of deterioration. This value will vary depending on the particular friction measurement equipment used.
- l. Minimum Friction Level. The friction level specified in AC 150/5320-12 that represents the minimum recommended wet pavement surface friction value for any turbojet aircraft engaged in LAHSO. This value will vary with the particular friction measurement equipment used.
- m. Runway Conditions.
- (1) Dry Runway. No visible moisture.
- (2) Wet Runway. Visible moisture on the runway other than those conditions that are defined as contaminants.
- n. Tailwind. Any wind more than 90 degrees to the longitudinal axis of the runway. The runway designation shall be used as the basis for determining the longitudinal axis.

6. LAHSO-DRY OPERATIONS.

- a. General. The following conditions shall exist at the airport:

(1) Weather conditions must be equal to or greater than a ceiling of 1,000 feet and a visibility of 3 statute miles.

(2) The LAHSO runway ALD must be dry.

(3) The tailwind on the hold short runway shall be calm (less than 3 knots).

(4) When the wind instruments are inoperative, *only* the wind direction may be estimated, e.g., windsock, pilot reports.

b. Runway Equipment and Facilities. Markings and signs shall be installed in accordance with AC 150/5340-1, Standards for Airport Markings, and AC 150/5340-18, Standards for Airport Sign Systems.

(1) Runway hold-short position markings shall be installed and clearly visible at all hold-short points.

(2) Runway hold-short position signs shall be installed at each hold-short point and shall be located on both sides of the runway. During night operations at least one lighted sign at the hold-short point specified in a hold-short clearance shall be functional and lighted.

(3) Runway hold-short position lights shall be installed at hold-short points in accordance with AC 150/5340-29, Land and Hold Short Lighting System, and the following criteria:

(a) Lights are required for all LAHSO associated with a taxiway, a predetermined point or an approach/departure path.

(b) Additionally, lights are required for night LAHSO.

(c) In-pavement Lighting: when two or more lights are out, the entire bar is out-of-service and operations shall be terminated.

c. Air Traffic Requirements and Procedures.

(1) Provide a listing of runways authorized for LAHSO, along with the appropriate "Available Landing Distance" (ALD), for publication in the Airport/Facility Directory (A/FD) and appropriate U.S. Terminal Procedures publications. On a temporary basis, a Notice to Airmen may be issued in lieu of the above.

(2) When there is more than one set of hold-short lights installed on a runway, only one set of hold-short lights shall be illuminated. The hold-short lights that are illuminated shall correspond to the hold-short point in use. Note: If the hold-short point in use does not have hold-short lights, then no hold-short lights on that runway shall be illuminated.

(3) If lights are installed at a runway/runway intersection (e.g., for night LAHSO) and are operational, they shall be used for day LAHSO.

(4) A LAHSO clearance shall not be issued to any aircraft that is not listed in Appendix 1, LAHSO Aircraft Data, of this order or whose landing distance requirement for the runway condition (Wet or Dry) exceeds the ALD as determined by LAHSO Information Management System (LIMS). LAHSO operations involving

helicopters and experimental aircraft can be authorized upon operator request. A LIMS generated list for each LAHSO configuration shall be placed at all affected positions.

(5) If an arriving pilot identifies himself/herself as a "SOLO" student pilot, that pilot shall only be offered a LAHSO clearance for Dry-Day runway/runway.

(6) When LAHSO operations are expected to be utilized, an announcement shall be made on the Automatic Terminal Information System (ATIS), e.g., "Land and hold short operations in effect" or "Expect landing on Runway 22 to hold short of Runway 27."

(7) When LAHSO is conducted at locations not served by an ATIS, or the ATIS is out-of-service, pilots shall be advised on initial contact or as soon as practicable thereafter, to expect a LAHSO clearance.

(8) Aircraft conducting closed traffic operations need only be advised once that "land and hold short operations are in effect." Acknowledgment of current ATIS meets this requirement.

(9) Traffic information shall be exchanged and a readback shall be obtained from the landing aircraft with a LAHSO clearance. An acknowledgment shall be received from the crossing aircraft/vehicle.

(10) Landing or departing aircraft on the same runway beyond the hold-short point is not authorized; aircraft/vehicles shall only be allowed to cross the portion of the runway surface beyond the hold-short point.

(11) LAHSO shall be terminated for any situation or weather condition which, in the judgment of the tower supervisor/controller-in-charge, would adversely affect land and hold short operations.

(12) No more than one hold-short operation shall be conducted on the same runway at any one time.

7. **LAHSO-WET OPERATIONS.** Conducting LAHSO on runways that are wet requires special criteria. The following criteria, rules, and procedures shall be used for LAHSO-Wet **in addition to** those criteria set forth in paragraph 6.

a. Air Traffic Requirements and Procedures.

(1) LAHSO-Wet shall not be conducted when pilots report braking action as less than "good." Pilot Report (PIREP) collection and prompt dissemination shall be encouraged during all LAHSO-Wet.

(2) LAHSO-Wet shall not be conducted if the ALD is reported by the airport operator to be contaminated, or when the airport traffic control tower has been informed that the periodic runway surface friction measurements have not been performed at the required intervals. Any pilot report of suspected contamination *shall* be reported to the airport operator for appropriate action.

(3) LAHSO-Wet shall be resumed only after the airport operator has reported that the condition causing the runway contamination has been corrected. In the event of rubber contamination, operations shall only be resumed after the airport operator has reported that friction measurements have been conducted, and the results indicate that the pavement surface is no longer contaminated.

(4) LAHSO-Wet shall be conducted only when hold-short position lights are operational and "ON."

b. Runway Equipment and Facilities.

(1) To be approved for LAHSO-Wet, runways must be grooved in accordance with AC 150/5320-12, or have porous friction course and have no continuous 1,000-foot length of runway within the ALD with an average friction measurement less than the maintenance planning friction level. (Note: Wire combing and wire tining techniques do not meet the requirement for grooving the runway.) Runways must have pavement surface transverse slopes as specified in AC 150/5300-13. If the runway is subsequently resurfaced, overlaid, or reconstructed, it must be approved again for LAHSO-Wet.

(2) ALD must not be contaminated.

(3) Runway hold-short position lights shall be installed at all hold-short points used for LAHSO-Wet.

8. ENACTMENT OF WRITTEN AGREEMENTS. The conduct of LAHSO in accordance with the provisions of this order requires that airport operators agree to undertake specific actions, including the installation and maintenance of required markings, signs, in-pavement lighting, and conducting friction measurement. This not only involves a considerable capital investment, but imposes specific responsibilities and obligations on the airport operator. In order to ensure that LAHSO is conducted safely and in strict accordance with the provisions of this order, and to ensure that airport operators agree and are fully aware of their responsibilities, formal signed Letters of Agreement (LOA) between the airport operator and the air traffic control facility manager are required for the approval and implementation of LAHSO. A sample LOA is attached as Appendix 2 of this order. LOA's shall address, as a minimum, the following:

a. The number and location of approved hold-short positions.

b. Installation and maintenance of required markings, signs, and lighting.

- c. Determination of the measured length of the ALD.
 - d. Coordination procedures for prompt exchange of required information (e.g., *periodic friction measurements, inoperative lights, pilot reports, braking action reports, etc.*).
 - e. Procedures for establishing and conducting LAHSO-Wet, including periodic friction measurements.
9. **DEFERRED IMPLEMENTATION DATES.** The following periods have been established to permit airport operators, technical standards specialists, lighting equipment manufacturers, and other affected parties reasonable time to complete and install required marking, lights, and signs, and LOA's as a result of this order. The deferred implementation dates do not apply to land and hold short of an intersecting taxiway, predetermined point and approach/departure flight path that is not currently under a waiver or demonstration.
- a. LAHSO-Dry-Day may be conducted at runway/runway intersections on certificated airports without required markings and signs until 1 year after the effective date of this order.
 - b. LAHSO-Dry-Day may be conducted at runway/runway intersections on non-certificated airports without required markings until 1 year after the effective date of this order and without required signs until 18 months after the effective date of this order.
 - c. LAHSO-Dry-Night may be conducted at runway/runway intersections without required hold-short position lights until 3 years after the effective date of this order.
 - d. Land and hold short of an intersecting taxiway at DFW and ORD may be conducted in accordance with existing waivers without required hold-short position lights until 18 months after the effective date of this order.
 - e. LAHSO-Wet may be conducted at BOS, PIT, ORD, and MIA, in accordance with existing waivers without required hold-short position lights until 18 months after the effective date of this order.
 - f. Land and hold short of a predetermined point at IAD may be conducted in accordance with existing waivers without required hold-short position lights until 18 months after the effective date of this order.

10. **WAIVER PROCESS.** Any waiver to the provisions of this order must be approved by the Program Director for Air Traffic Operations, ATO-1, with concurrence from the Director, Flight Standards Service, AFS-1. Waivers of more than a 2-year duration may not be issued. Any waiver to the markings, lights and signs require coordination and approval through the Director, Office of Airport Safety and Standards, AAS-1.

11. RESPONSIBILITIES.

a. The Air Traffic Service is responsible for:

- (1) Incorporating the applicable standards, procedures, criteria, and requirements contained in this order into appropriate Air Traffic documents.
- (2) Publishing appropriate pilot information for LAHSO in the AIM.
- (3) Publishing ALD data in both the Airport Facility Directory (A/FD) and in appropriate flight information publications.

b. The Flight Standards Service is responsible for:

- (1) Incorporating applicable standards, procedures, criteria, and requirements into appropriate Flight Standards documents.
- (2) Initiating international coordination efforts to update International Civil Aviation Organization (ICAO) Annex 6, Operation of Aircraft, to include LAHSO procedures.
- (3) Developing appropriate information on flight procedures for incorporation into the AIM.
- (4) Providing guidance materials needed to reach and educate both the pilot community and FAA inspectors concerning proper LAHSO procedures.
- (5) Approving all air carrier LAHSO training procedures, including any special or unique go-around procedures resulting from a balked or rejected landing.
- (6) Requiring the Aviation Safety Program to develop educational programs and other initiatives to reach the general aviation pilot population concerning proper procedures and safety concerns when conducting LAHSO.
- (7) Recommending what LAHSO subject matter should be included in appropriate flight training curriculums under Part 141, and in the curriculums for Certificated Flight Instructor (CFI) Revalidation Clinics.
- (8) Assure the accuracy of the aircraft data base provided in Appendix 1 and LAHSO Information Management System (LIMS) aircraft database. Provide periodic updates to the aircraft data base as changes occur via electronic means assuring an expeditious exchange of information to preclude any degradation to the safety of this operation.

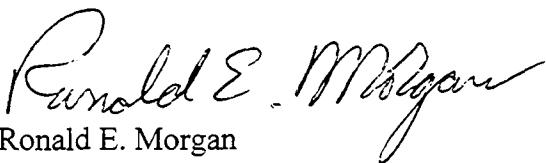
c. The Office of Airport Safety and Standards is responsible for:

- (1) Incorporating applicable standards, procedures, criteria, and requirements contained in this order into the appropriate documents.
- (2) Initiating international coordination efforts to update ICAO Annex 14, Visual Aids, and Annex 2, Rules of the Air.
- (3) Publishing technical standards, siting specifications, and guidance for the design and installation of all hold-short position markings, signs, and in-pavement lighting as required by this order.
- (4) Publishing standards and guidance for maintaining skid-resistant pavements and for publishing standards and guidance for evaluating these pavements with friction measuring equipment.
- (5) Developing appropriate information on visual aids for incorporation into the AIM.

(6) Providing instructions to airport certification inspectors for reviewing and inspecting hold-short position markings, signs and lights required for LAHSO at certificated airports.

d. The Office of System Safety is responsible for:

- (1) Maintaining/updating development of a risk assessment for LAHSO which considers safety of operations.
- (2) Providing analytical support essential to continuing trend analysis of site specific incidents/accidents involving LAHSO.
- (3) Coordinating with Air Traffic the publication of supplemental guidance and criteria to define and systematically collect LAHSO operational error reports.
- (4) Coordinating with Flight Standards the publication of supplemental guidance and criteria to define and systematically collect LAHSO pilot deviation reports.



Ronald E. Morgan
Director of Air Traffic

Criteria for Air Traffic Controllers to Issue Land and Hold Short Clearances

In order for air traffic to issue a Land and Hold Short Operation (LAHSO) clearance, controllers will need to know the Available Landing Distance (ALD) for each runway, and whether a specific make/model aircraft can land and hold short within that distance. An Air Traffic Controller may not issue a LAHSO clearance to an aircraft if it is not listed in this Appendix, nor when an aircraft's required landing distance is greater than the ALD.

1. The following methodology and information sources were used to develop the civil aircraft landing criteria used in this Appendix:

To determine the basic aircraft landing distance, the "worst case" requirement for a particular aircraft make/model series was used, based upon an analysis of certification data contained in either the FAA Approved Flight Manual (AFM), the Pilot's Operating Handbook (POH), or, if neither references were available, in the aircraft Owner's Manual (OM) or in 14 CFR 121, Appendix C, as appropriate, under the following conditions:

- a. Landing at **maximum** certified gross landing weight,
- b. Landing with **maximum** landing flaps at the maximum certified gross landing weight (full flaps or no flaps for the maximum certified gross landing weight if only that data is published),
- c. At zero wind conditions,
- d. A level, paved runway with no runway contamination,
- e. International Standard Atmosphere (ISA = 15 degrees C) at sea level.

Note: All approaches are considered to be flown at V-ref, with a 50 feet TCH. Anti-skid is credited if installed. No credit given for thrust reverse use. However, "disking" is credited on those turboprops that are approved for use of disking to reduce runway landing roll-out.

- f. The above basic aircraft landing distance is multiplied by 1.87 to obtain the necessary available landing distance required for LAHSO under dry conditions.
- g. For wet runway operations, the basic landing distance is multiplied by 2.37 to obtain the necessary available landing distance required for LAHSO under wet conditions. (Note: wet runway operations are not permitted when the runway is considered contaminated.)

APPENDIX 1. LAHSO AIRCRAFT DATA

2. The ALD was determined as follows:

The runway ALD for all LAHSO to intersecting runways, taxiways and other LAHSO points is measured from the effective runway threshold to the hold short point.

Note # 1: For the purposes of this calculation, the effective runway threshold is defined as the point below a 50 feet glide path TCH. (No reduction in ALD, however, would be given for ALD's with actual TCH's less than 50 feet.)

Note # 2: ALD's would be further adjusted for the increase in Runway Safety Area as a function of increases in field elevation.

3. LAHSO will be offered at airports which meet the requirements listed in the FAA Marking and Signage Advisory Circular and the LAHSO Order.

This appendix was compiled and is maintained by:

Flight Standards Service
Technical Programs Division, AFS-400
Federal Aviation Administration
800 Independence Avenue, SW.
Washington, DC 20591

Land and Hold Short (LAHSO) Aircraft Data and Required Landing Distances

| AC ID | Military ID | Model Name | Field Elevation | Required Landing Distances (ft) | | | | | | | | | | |
|-------|-------------|--------------------------|-----------------|---------------------------------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up | |
| AA1 | | Yankee A-1B/C | Dry Ops | 1,870 | 1,910 | 1,940 | 1,970 | 2,020 | 2,080 | 2,140 | 2,200 | 2,270 | 2,270 | |
| | | | Wet Ops | 2,370 | 2,420 | 2,460 | 2,500 | 2,550 | 2,630 | 2,710 | 2,790 | 2,880 | 2,880 | |
| AA2 | | American R/TS-2 | Dry Ops | 2,060 | 2,100 | 2,140 | 2,170 | 2,220 | 2,280 | 2,350 | 2,430 | 2,500 | 2,500 | |
| | | | Wet Ops | 2,610 | 2,670 | 2,700 | 2,750 | 2,810 | 2,890 | 2,980 | 3,070 | 3,170 | 3,170 | |
| AA5 | | Cheetah AA-5/A/B | Dry Ops | 920 | 940 | 950 | 970 | 990 | 1,020 | 1,050 | 1,080 | 1,120 | 1,120 | |
| | | | Wet Ops | 1,170 | 1,190 | 1,210 | 1,230 | 1,250 | 1,290 | 1,330 | 1,370 | 1,410 | 1,410 | |
| AC10 | | Aero Com. Darter 100/150 | Dry Ops | 1,110 | 1,130 | 1,150 | 1,160 | 1,190 | 1,230 | 1,260 | 1,300 | 1,340 | 1,340 | |
| | | | Wet Ops | 1,400 | 1,430 | 1,450 | 1,480 | 1,510 | 1,550 | 1,600 | 1,650 | 1,700 | 1,700 | |
| AC12 | | Aero Commander 112 | Dry Ops | 2,380 | 2,430 | 2,460 | 2,500 | 2,560 | 2,640 | 2,720 | 2,800 | 2,880 | 2,880 | |
| | | | Wet Ops | 3,010 | 3,080 | 3,120 | 3,170 | 3,240 | 3,340 | 3,440 | 3,550 | 3,660 | 3,660 | |
| AC14 | | Commander 114 | Dry Ops | 2,250 | 2,300 | 2,330 | 2,360 | 2,420 | 2,490 | 2,570 | 2,650 | 2,730 | 2,730 | |
| | | | Wet Ops | 2,850 | 2,910 | 2,950 | 3,000 | 3,060 | 3,160 | 3,250 | 3,350 | 3,450 | 3,450 | |
| AC20 | | Commander 200 | Dry Ops | 2,150 | 2,200 | 2,230 | 2,270 | 2,320 | 2,390 | 2,460 | 2,540 | 2,610 | 2,610 | |
| | | | Wet Ops | 2,730 | 2,790 | 2,830 | 2,870 | 2,940 | 3,020 | 3,120 | 3,210 | 3,310 | 3,310 | |
| AC21 | | Jet Commander 1121-B | Dry Ops | 8,050 | 8,210 | 8,330 | 8,460 | 8,660 | 8,910 | 9,190 | 9,470 | 9,760 | 9,760 | |
| | | | Wet Ops | 10,190 | 10,410 | 10,560 | 10,720 | 10,970 | 11,300 | 11,640 | 12,000 | 12,370 | 12,370 | |
| AC2A | | Commander 112/112-A | Dry Ops | 2,380 | 2,430 | 2,460 | 2,500 | 2,560 | 2,640 | 2,720 | 2,800 | 2,880 | 2,880 | |
| | | | Wet Ops | 3,010 | 3,080 | 3,120 | 3,170 | 3,240 | 3,340 | 3,440 | 3,550 | 3,660 | 3,660 | |
| AC2T | | Commander 112-C | Dry Ops | 2,320 | 2,370 | 2,410 | 2,440 | 2,500 | 2,570 | 2,650 | 2,730 | 2,820 | 2,820 | |
| | | | Wet Ops | 2,940 | 3,000 | 3,050 | 3,100 | 3,170 | 3,260 | 3,360 | 3,460 | 3,570 | 3,570 | |
| AC50 | | Commander 500 | Dry Ops | 3,280 | 3,350 | 3,390 | 3,450 | 3,530 | 3,630 | 3,740 | 3,860 | 3,970 | 3,970 | |
| | | | Wet Ops | 4,150 | 4,240 | 4,300 | 4,370 | 4,470 | 4,600 | 4,740 | 4,890 | 5,030 | 5,030 | |
| AC52 | | Commander 520 | Dry Ops | 1,610 | 1,650 | 1,670 | 1,700 | 1,730 | 1,790 | 1,840 | 1,900 | 1,950 | 1,950 | |
| | | | Wet Ops | 2,040 | 2,090 | 2,120 | 2,150 | 2,200 | 2,260 | 2,330 | 2,400 | 2,480 | 2,480 | |
| AC56 | | Commander 560 | Dry Ops | 2,620 | 2,680 | 2,720 | 2,760 | 2,820 | 2,900 | 2,990 | 3,090 | 3,180 | 3,180 | |
| | | | Wet Ops | 3,320 | 3,390 | 3,440 | 3,490 | 3,570 | 3,680 | 3,790 | 3,910 | 4,030 | 4,030 | |
| AC60 | | Grand Commander 680 | Dry Ops | 3,300 | 3,360 | 3,410 | 3,470 | 3,550 | 3,650 | 3,760 | 3,880 | 4,000 | 4,000 | |
| | | | Wet Ops | 4,180 | 4,260 | 4,330 | 4,390 | 4,490 | 4,630 | 4,770 | 4,910 | 5,060 | 5,060 | |
| AC68 | U4 | Super Commander 680-S | Dry Ops | 3,930 | 4,010 | 4,070 | 4,140 | 4,230 | 4,360 | 4,490 | 4,630 | 4,770 | 4,770 | |
| | | | Wet Ops | 4,980 | 5,090 | 5,160 | 5,240 | 5,360 | 5,520 | 5,690 | 5,860 | 6,040 | 6,040 | |
| AC69 | | Jet Prop Commander | Dry Ops | 4,310 | 4,400 | 4,460 | 4,530 | 4,630 | 4,770 | 4,920 | 5,070 | 5,220 | 5,220 | |
| | | | Wet Ops | 5,450 | 5,570 | 5,650 | 5,740 | 5,870 | 6,040 | 6,230 | 6,420 | 6,620 | 6,620 | |

| AC ID | Military ID | Model Name | Field Elevation | 0 - | 500 - | 1,000 - | 1,500 - | 2,000 - | 3,000 - | 4,000 - | 5,000 - | 6,000 - | 7,000 |
|-------|-------------|-------------------------|-----------------|--------|--------|---------|---------|---------|---------|---------|---------|---------|--------|
| | | | | 499 | 999 | 1,499 | 1,999 | 2,999 | 3,999 | 4,999 | 5,999 | 6,999 | and up |
| AC6T | | Turbo Commander 690-C | Dry Ops | 4,370 | 4,460 | 4,530 | 4,600 | 4,700 | 4,840 | 4,990 | 5,140 | 5,300 | 5,300 |
| | | | Wet Ops | 5,540 | 5,650 | 5,740 | 5,830 | 5,960 | 6,140 | 6,320 | 6,520 | 6,720 | 6,720 |
| AC72 | | Air-Cruiser | Dry Ops | 3,320 | 3,390 | 3,440 | 3,500 | 3,580 | 3,680 | 3,790 | 3,910 | 4,030 | 4,030 |
| | | | Wet Ops | 4,210 | 4,300 | 4,360 | 4,430 | 4,530 | 4,670 | 4,810 | 4,960 | 5,110 | 5,110 |
| AC84 | | Jet Com. 840/980/1000 | Dry Ops | 5,000 | 5,100 | 5,180 | 5,260 | 5,380 | 5,540 | 5,710 | 5,880 | 6,060 | 6,060 |
| | | | Wet Ops | 6,330 | 6,460 | 6,560 | 6,660 | 6,810 | 7,020 | 7,230 | 7,450 | 7,680 | 7,680 |
| AC85 | | Aero Commander 685 | Dry Ops | 4,400 | 4,490 | 4,560 | 4,630 | 4,730 | 4,870 | 5,020 | 5,180 | 5,330 | 5,330 |
| | | | Wet Ops | 5,570 | 5,690 | 5,770 | 5,860 | 6,000 | 6,180 | 6,360 | 6,560 | 6,760 | 6,760 |
| AC95 | | Aero Commander 695 | Dry Ops | 5,050 | 5,160 | 5,230 | 5,320 | 5,440 | 5,600 | 5,770 | 5,950 | 6,130 | 6,130 |
| | | | Wet Ops | 6,400 | 6,540 | 6,630 | 6,740 | 6,890 | 7,090 | 7,310 | 7,540 | 7,770 | 7,770 |
| AJ25 | | Astra 1125-IW | Dry Ops | 5,150 | 5,250 | 5,330 | 5,410 | 5,540 | 5,700 | 5,880 | 6,060 | 6,240 | 6,240 |
| | | | Wet Ops | 6,520 | 6,660 | 6,760 | 6,860 | 7,020 | 7,230 | 7,450 | 7,680 | 7,910 | 7,910 |
| AP1P | | Pregnant Guppy | Dry Ops | 10,290 | 10,500 | 10,660 | 10,820 | 11,070 | 11,400 | 11,750 | 12,110 | 12,480 | 12,480 |
| | | | Wet Ops | 13,040 | 13,310 | 13,510 | 13,720 | 14,030 | 14,450 | 14,890 | 15,350 | 15,820 | 15,820 |
| AP25 | | Super Guppy | Dry Ops | 10,290 | 10,500 | 10,660 | 10,820 | 11,070 | 11,400 | 11,750 | 12,110 | 12,480 | 12,480 |
| | | | Wet Ops | 13,040 | 13,310 | 13,510 | 13,720 | 14,030 | 14,450 | 14,890 | 15,350 | 15,820 | 15,820 |
| AP3M | | Mini Guppy | Dry Ops | 8,330 | 8,500 | 8,630 | 8,760 | 8,960 | 9,220 | 9,510 | 9,800 | 10,100 | 10,100 |
| | | | Wet Ops | 10,550 | 10,770 | 10,930 | 11,100 | 11,350 | 11,690 | 12,050 | 12,420 | 12,800 | 12,800 |
| AP45 | | Super Urbine Guppy | Dry Ops | 8,330 | 8,500 | 8,630 | 8,760 | 8,960 | 9,220 | 9,510 | 9,800 | 10,100 | 10,100 |
| | | | Wet Ops | 10,550 | 10,770 | 10,930 | 11,100 | 11,350 | 11,690 | 12,050 | 12,420 | 12,800 | 12,800 |
| AP52 | | Guppy | Dry Ops | 8,330 | 8,500 | 8,630 | 8,760 | 8,960 | 9,220 | 9,510 | 9,800 | 10,100 | 10,100 |
| | | | Wet Ops | 10,550 | 10,770 | 10,930 | 11,100 | 11,350 | 11,690 | 12,050 | 12,420 | 12,800 | 12,800 |
| AR11 | | 11-CC Chief/Super Chief | Dry Ops | 1,030 | 1,050 | 1,070 | 1,090 | 1,110 | 1,140 | 1,180 | 1,210 | 1,250 | 1,250 |
| | | | Wet Ops | 1,310 | 1,330 | 1,350 | 1,380 | 1,410 | 1,450 | 1,490 | 1,540 | 1,590 | 1,590 |
| AR15 | | Aeronca Sedan | Dry Ops | 1,130 | 1,150 | 1,170 | 1,180 | 1,210 | 1,250 | 1,290 | 1,320 | 1,360 | 1,360 |
| | | | Wet Ops | 1,430 | 1,460 | 1,480 | 1,500 | 1,530 | 1,580 | 1,630 | 1,680 | 1,730 | 1,730 |
| AR58 | | Aeronca Champion | Dry Ops | 1,030 | 1,050 | 1,070 | 1,090 | 1,110 | 1,140 | 1,180 | 1,210 | 1,250 | 1,250 |
| | | | Wet Ops | 1,310 | 1,330 | 1,350 | 1,380 | 1,410 | 1,450 | 1,490 | 1,540 | 1,590 | 1,590 |
| AT40 | | Air Tractor 301 | Dry Ops | 940 | 960 | 970 | 990 | 1,010 | 1,040 | 1,070 | 1,100 | 1,140 | 1,140 |
| | | | Wet Ops | 1,190 | 1,210 | 1,230 | 1,250 | 1,280 | 1,320 | 1,360 | 1,400 | 1,440 | 1,440 |
| AT41 | | Air Tractor 401 | Dry Ops | 2,810 | 2,870 | 2,910 | 2,950 | 3,020 | 3,110 | 3,210 | 3,310 | 3,410 | 3,410 |
| | | | Wet Ops | 3,560 | 3,630 | 3,690 | 3,740 | 3,830 | 3,940 | 4,060 | 4,190 | 4,320 | 4,320 |
| AT42 | | ATR 42-300 | Dry Ops | 3,810 | 3,890 | 3,960 | 4,010 | 4,100 | 4,220 | 4,350 | 4,480 | 4,620 | 4,620 |
| | | | Wet Ops | 4,830 | 4,930 | 5,000 | 5,080 | 5,190 | 5,350 | 5,510 | 5,680 | 5,850 | 5,850 |

| AC ID | Military ID | Model Name | Field Elevation | Altitude (ft) | | | | | | | | | |
|-------|-------------|---------------------|-----------------|---------------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| AT72 | | ATR 72-201 | Dry Ops | 4,450 | 4,540 | 4,610 | 4,680 | 4,780 | 4,920 | 5,080 | 5,230 | 5,390 | 5,390 |
| | | | Wet Ops | 5,630 | 5,750 | 5,840 | 5,930 | 6,060 | 6,240 | 6,430 | 6,630 | 6,830 | 6,830 |
| B07H | | 707-300 Series | Dry Ops | 7,020 | 7,160 | 7,270 | 7,380 | 7,550 | 7,770 | 8,010 | 8,260 | 8,510 | 8,510 |
| | | | Wet Ops | 8,890 | 9,080 | 9,210 | 9,350 | 9,570 | 9,850 | 10,150 | 10,460 | 10,780 | 10,780 |
| B707 | V137 | 707-100 | Dry Ops | 7,580 | 7,740 | 7,850 | 7,970 | 8,150 | 8,400 | 8,650 | 8,920 | 9,190 | 9,190 |
| | | | Wet Ops | 9,600 | 9,800 | 9,950 | 10,100 | 10,330 | 10,640 | 10,970 | 11,300 | 11,650 | 11,650 |
| B720 | | 720-B | Dry Ops | 6,960 | 7,110 | 7,210 | 7,320 | 7,490 | 7,710 | 7,950 | 8,190 | 8,440 | 8,440 |
| | | | Wet Ops | 8,820 | 9,010 | 9,140 | 9,280 | 9,490 | 9,770 | 10,070 | 10,380 | 10,700 | 10,700 |
| B727 | | 727-100 | Dry Ops | 5,280 | 5,390 | 5,470 | 5,550 | 5,680 | 5,850 | 6,030 | 6,210 | 6,400 | 6,400 |
| | | | Wet Ops | 6,690 | 6,830 | 6,930 | 7,030 | 7,200 | 7,410 | 7,640 | 7,870 | 8,110 | 8,110 |
| B737 | T43 | 737-200 Series | Dry Ops | 5,170 | 5,270 | 5,350 | 5,430 | 5,560 | 5,720 | 5,900 | 6,080 | 6,260 | 6,260 |
| | | | Wet Ops | 6,550 | 6,680 | 6,780 | 6,890 | 7,040 | 7,250 | 7,470 | 7,700 | 7,940 | 7,940 |
| B73F | | 737-400 Series | Dry Ops | 5,670 | 5,790 | 5,870 | 5,960 | 6,100 | 6,280 | 6,470 | 6,670 | 6,880 | 6,880 |
| | | | Wet Ops | 7,190 | 7,340 | 7,440 | 7,560 | 7,730 | 7,960 | 8,200 | 8,460 | 8,710 | 8,710 |
| B73S | | 737-300 Series | Dry Ops | 5,170 | 5,270 | 5,350 | 5,430 | 5,560 | 5,720 | 5,900 | 6,080 | 6,260 | 6,260 |
| | | | Wet Ops | 6,550 | 6,680 | 6,780 | 6,890 | 7,040 | 7,250 | 7,470 | 7,700 | 7,940 | 7,940 |
| B747 | E4 | 747-200 Series | Dry Ops | 8,140 | 8,310 | 8,430 | 8,560 | 8,760 | 9,020 | 9,290 | 9,580 | 9,870 | 9,870 |
| | | | Wet Ops | 10,310 | 10,530 | 10,680 | 10,850 | 11,100 | 11,430 | 11,780 | 12,140 | 12,510 | 12,510 |
| B74F | | 747-400 Series | Dry Ops | 8,190 | 8,370 | 8,490 | 8,620 | 8,820 | 9,080 | 9,360 | 9,640 | 9,940 | 9,940 |
| | | | Wet Ops | 10,380 | 10,600 | 10,760 | 10,920 | 11,170 | 11,510 | 11,860 | 12,220 | 12,600 | 12,600 |
| B74S | | 747-SUD (747-100) | Dry Ops | 8,140 | 8,310 | 8,430 | 8,560 | 8,760 | 9,020 | 9,290 | 9,580 | 9,870 | 9,870 |
| | | | Wet Ops | 10,310 | 10,530 | 10,680 | 10,850 | 11,100 | 11,430 | 11,780 | 12,140 | 12,510 | 12,510 |
| B75 | | Stearman | Dry Ops | 850 | 860 | 880 | 890 | 910 | 940 | 960 | 990 | 1,020 | 1,020 |
| | | | Wet Ops | 1,070 | 1,090 | 1,110 | 1,130 | 1,150 | 1,190 | 1,220 | 1,260 | 1,300 | 1,300 |
| B757 | | 757-200 | Dry Ops | 5,450 | 5,560 | 5,640 | 5,730 | 5,860 | 6,030 | 6,220 | 6,410 | 6,600 | 6,600 |
| | | | Wet Ops | 6,900 | 7,050 | 7,150 | 7,260 | 7,420 | 7,650 | 7,880 | 8,120 | 8,370 | 8,370 |
| B767 | | 767-300-ER | Dry Ops | 5,840 | 5,960 | 6,050 | 6,140 | 6,280 | 6,470 | 6,670 | 6,870 | 7,080 | 7,080 |
| | | | Wet Ops | 7,400 | 7,550 | 7,660 | 7,780 | 7,960 | 8,200 | 8,450 | 8,710 | 8,970 | 8,970 |
| B777 | | Boeing 777-100 | Dry Ops | 5,700 | 5,820 | 5,900 | 5,990 | 6,130 | 6,310 | 6,510 | 6,710 | 6,910 | 6,910 |
| | | | Wet Ops | 7,220 | 7,370 | 7,480 | 7,600 | 7,770 | 8,000 | 8,250 | 8,500 | 8,760 | 8,760 |
| BA11 | | BAC-111 - 400, -414 | Dry Ops | 6,810 | 6,950 | 7,060 | 7,160 | 7,330 | 7,550 | 7,780 | 8,020 | 8,260 | 8,260 |
| | | | Wet Ops | 8,630 | 8,810 | 8,940 | 9,080 | 9,290 | 9,560 | 9,860 | 10,160 | 10,470 | 10,470 |
| BA31 | | BAe Jetstream 31 | Dry Ops | 4,490 | 4,590 | 4,650 | 4,730 | 4,830 | 4,980 | 5,130 | 5,290 | 5,450 | 5,450 |
| | | | Wet Ops | 5,690 | 5,810 | 5,900 | 5,990 | 6,120 | 6,310 | 6,500 | 6,700 | 6,900 | 6,900 |

| AC ID | Military ID | Model Name | Field Elevation | Altitude (ft) | | | | | | | | | |
|-------|-------------|---------------------------|-----------------|---------------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| BA41 | | BAe Jetstream 41 | Dry Ops | 7,020 | 7,160 | 7,270 | 7,380 | 7,550 | 7,770 | 8,010 | 8,260 | 8,510 | 8,510 |
| | | | Wet Ops | 8,890 | 9,080 | 9,210 | 9,350 | 9,570 | 9,850 | 10,150 | 10,460 | 10,780 | 10,780 |
| BA46 | | BAe 146-300 | Dry Ops | 4,440 | 4,530 | 4,600 | 4,670 | 4,770 | 4,910 | 5,070 | 5,220 | 5,380 | 5,380 |
| | | | Wet Ops | 5,620 | 5,740 | 5,820 | 5,910 | 6,050 | 6,230 | 6,420 | 6,620 | 6,820 | 6,820 |
| BAE | | BAe 125-1000A | Dry Ops | 5,330 | 5,450 | 5,530 | 5,610 | 5,740 | 5,910 | 6,090 | 6,280 | 6,470 | 6,470 |
| | | | Wet Ops | 6,760 | 6,900 | 7,000 | 7,110 | 7,270 | 7,490 | 7,720 | 7,950 | 8,200 | 8,200 |
| BATP | | Advanced Turboprop | Dry Ops | 2,490 | 2,540 | 2,580 | 2,620 | 2,680 | 2,760 | 2,840 | 2,930 | 3,020 | 3,020 |
| | | | Wet Ops | 3,160 | 3,220 | 3,270 | 3,320 | 3,400 | 3,500 | 3,600 | 3,710 | 3,830 | 3,830 |
| BE02 | | Beech 1900-D | Dry Ops | 5,180 | 5,290 | 5,370 | 5,450 | 5,580 | 5,740 | 5,920 | 6,100 | 6,290 | 6,290 |
| | | | Wet Ops | 6,570 | 6,710 | 6,810 | 6,910 | 7,070 | 7,280 | 7,500 | 7,730 | 7,970 | 7,970 |
| BE10 | U21F | King Air 100, 100-A, A100 | Dry Ops | 5,650 | 5,770 | 5,850 | 5,950 | 6,080 | 6,260 | 6,450 | 6,650 | 6,850 | 6,850 |
| | | | Wet Ops | 7,160 | 7,310 | 7,420 | 7,530 | 7,710 | 7,930 | 8,180 | 8,430 | 8,690 | 8,690 |
| BE17 | | Stagger Wing 17 | Dry Ops | 2,720 | 2,770 | 2,810 | 2,860 | 2,920 | 3,010 | 3,100 | 3,200 | 3,290 | 3,290 |
| | | | Wet Ops | 3,440 | 3,510 | 3,560 | 3,620 | 3,700 | 3,810 | 3,930 | 4,050 | 4,170 | 4,170 |
| BE18 | C45 | Twin Beech 18 | Dry Ops | 5,700 | 5,820 | 5,900 | 5,990 | 6,130 | 6,310 | 6,510 | 6,710 | 6,910 | 6,910 |
| | | | Wet Ops | 7,220 | 7,370 | 7,480 | 7,600 | 7,770 | 8,000 | 8,250 | 8,500 | 8,760 | 8,760 |
| BE19 | | Beech 19 Sport | Dry Ops | 3,170 | 3,240 | 3,280 | 3,330 | 3,410 | 3,510 | 3,620 | 3,730 | 3,840 | 3,840 |
| | | | Wet Ops | 4,020 | 4,100 | 4,160 | 4,230 | 4,320 | 4,450 | 4,590 | 4,730 | 4,870 | 4,870 |
| BE1B | | King Air 100-B | Dry Ops | 5,990 | 6,110 | 6,200 | 6,300 | 6,440 | 6,630 | 6,840 | 7,050 | 7,260 | 7,260 |
| | | | Wet Ops | 7,590 | 7,750 | 7,860 | 7,980 | 8,160 | 8,410 | 8,660 | 8,930 | 9,200 | 9,200 |
| BE20 | C12 | Super King Air Huron 200/ | Dry Ops | 5,610 | 5,730 | 5,820 | 5,910 | 6,040 | 6,220 | 6,410 | 6,610 | 6,810 | 6,810 |
| | | | Wet Ops | 7,110 | 7,260 | 7,370 | 7,480 | 7,650 | 7,880 | 8,120 | 8,370 | 8,630 | 8,630 |
| BE23 | | Sundowner 23 Musketeer | Dry Ops | 2,780 | 2,840 | 2,880 | 2,920 | 2,990 | 3,080 | 3,170 | 3,270 | 3,370 | 3,370 |
| | | | Wet Ops | 3,520 | 3,590 | 3,650 | 3,700 | 3,790 | 3,900 | 4,020 | 4,140 | 4,270 | 4,270 |
| BE24 | | Sierra 24 | Dry Ops | 2,810 | 2,870 | 2,910 | 2,950 | 3,020 | 3,110 | 3,210 | 3,310 | 3,410 | 3,410 |
| | | | Wet Ops | 3,560 | 3,630 | 3,690 | 3,740 | 3,830 | 3,940 | 4,060 | 4,190 | 4,320 | 4,320 |
| BE2H | | Super King Air 200-HDC | Dry Ops | 4,900 | 5,010 | 5,080 | 5,160 | 5,280 | 5,430 | 5,600 | 5,770 | 5,950 | 5,950 |
| | | | Wet Ops | 6,210 | 6,340 | 6,440 | 6,540 | 6,690 | 6,880 | 7,100 | 7,310 | 7,540 | 7,540 |
| BE30 | | Super King Air 300 | Dry Ops | 5,390 | 5,500 | 5,580 | 5,670 | 5,800 | 5,970 | 6,150 | 6,340 | 6,540 | 6,540 |
| | | | Wet Ops | 6,830 | 6,970 | 7,080 | 7,180 | 7,350 | 7,570 | 7,800 | 8,040 | 8,280 | 8,280 |
| BE33 | | Bonanza 33 | Dry Ops | 3,370 | 3,440 | 3,490 | 3,550 | 3,630 | 3,730 | 3,850 | 3,970 | 4,090 | 4,090 |
| | | | Wet Ops | 4,270 | 4,360 | 4,420 | 4,490 | 4,590 | 4,730 | 4,880 | 5,030 | 5,180 | 5,180 |
| BE35 | | Bonanza 35 | Dry Ops | 3,180 | 3,250 | 3,300 | 3,350 | 3,420 | 3,530 | 3,630 | 3,750 | 3,860 | 3,860 |
| | | | Wet Ops | 4,030 | 4,120 | 4,180 | 4,240 | 4,340 | 4,470 | 4,610 | 4,750 | 4,890 | 4,890 |

| AC ID | Military ID | Model Name | Field Elevation | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
|-------|-------------|----------------------|-----------------|---------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| BE36 | | Bonanza 36 | Dry Ops | 2,790 | 2,850 | 2,890 | 2,940 | 3,000 | 3,090 | 3,190 | 3,280 | 3,380 | 3,380 |
| | | | Wet Ops | 3,540 | 3,610 | 3,660 | 3,720 | 3,800 | 3,920 | 4,040 | 4,160 | 4,290 | 4,290 |
| BE3B | | Super King Air 350 | Dry Ops | 4,310 | 4,400 | 4,460 | 4,530 | 4,630 | 4,770 | 4,920 | 5,070 | 5,220 | 5,220 |
| | | | Wet Ops | 5,450 | 5,570 | 5,650 | 5,740 | 5,870 | 6,040 | 6,230 | 6,420 | 6,620 | 6,620 |
| BE3L | | Super King Air 300LW | Dry Ops | 4,490 | 4,590 | 4,650 | 4,730 | 4,830 | 4,980 | 5,130 | 5,290 | 5,450 | 5,450 |
| | | | Wet Ops | 5,690 | 5,810 | 5,900 | 5,990 | 6,120 | 6,310 | 6,500 | 6,700 | 6,900 | 6,900 |
| BE40 | | Beech Jet 400, 400-A | Dry Ops | 6,550 | 6,690 | 6,780 | 6,890 | 7,050 | 7,260 | 7,480 | 7,710 | 7,940 | 7,940 |
| | | | Wet Ops | 8,300 | 8,470 | 8,600 | 8,730 | 8,930 | 9,190 | 9,480 | 9,770 | 10,070 | 10,070 |
| BE45 | T34 | Mentor | Dry Ops | 2,170 | 2,220 | 2,250 | 2,290 | 2,340 | 2,410 | 2,480 | 2,560 | 2,640 | 2,640 |
| | | | Wet Ops | 2,750 | 2,810 | 2,850 | 2,900 | 2,960 | 3,050 | 3,140 | 3,240 | 3,340 | 3,340 |
| BE50 | | Twin Bonanza 50 | Dry Ops | 3,440 | 3,520 | 3,570 | 3,620 | 3,710 | 3,820 | 3,930 | 4,050 | 4,180 | 4,180 |
| | | | Wet Ops | 4,360 | 4,460 | 4,520 | 4,590 | 4,700 | 4,840 | 4,980 | 5,140 | 5,290 | 5,290 |
| BE55 | T42 | Baron 55/Chochise | Dry Ops | 3,740 | 3,820 | 3,880 | 3,940 | 4,030 | 4,150 | 4,280 | 4,410 | 4,540 | 4,540 |
| | | | Wet Ops | 4,740 | 4,840 | 4,910 | 4,990 | 5,100 | 5,260 | 5,420 | 5,580 | 5,750 | 5,750 |
| BE58 | | Baron 58, 58A | Dry Ops | 4,680 | 4,780 | 4,850 | 4,920 | 5,030 | 5,180 | 5,340 | 5,510 | 5,670 | 5,670 |
| | | | Wet Ops | 5,930 | 6,050 | 6,140 | 6,240 | 6,380 | 6,570 | 6,770 | 6,980 | 7,190 | 7,190 |
| BE60 | | Duke 60 | Dry Ops | 5,800 | 5,920 | 6,010 | 6,100 | 6,240 | 6,430 | 6,620 | 6,830 | 7,040 | 7,040 |
| | | | Wet Ops | 7,350 | 7,510 | 7,620 | 7,730 | 7,910 | 8,140 | 8,390 | 8,650 | 8,920 | 8,920 |
| BE65 | | Queen Air 65-B80 | Dry Ops | 4,160 | 4,250 | 4,310 | 4,380 | 4,480 | 4,610 | 4,760 | 4,900 | 5,050 | 5,050 |
| | | | Wet Ops | 5,280 | 5,390 | 5,470 | 5,550 | 5,680 | 5,850 | 6,030 | 6,210 | 6,400 | 6,400 |
| BE76 | | Duchess 76 | Dry Ops | 3,650 | 3,730 | 3,780 | 3,840 | 3,930 | 4,040 | 4,170 | 4,300 | 4,430 | 4,430 |
| | | | Wet Ops | 4,630 | 4,720 | 4,790 | 4,870 | 4,980 | 5,120 | 5,280 | 5,440 | 5,610 | 5,610 |
| BE77 | | Skipper 77 | Dry Ops | 2,250 | 2,300 | 2,330 | 2,360 | 2,420 | 2,490 | 2,570 | 2,650 | 2,730 | 2,730 |
| | | | Wet Ops | 2,850 | 2,910 | 2,950 | 3,000 | 3,060 | 3,160 | 3,250 | 3,350 | 3,450 | 3,450 |
| BE80 | | Queen Air 80 | Dry Ops | 4,210 | 4,300 | 4,360 | 4,430 | 4,530 | 4,670 | 4,810 | 4,960 | 5,110 | 5,110 |
| | | | Wet Ops | 5,340 | 5,450 | 5,530 | 5,610 | 5,740 | 5,910 | 6,090 | 6,280 | 6,470 | 6,470 |
| BE8S | | Super H-18 | Dry Ops | 5,050 | 5,160 | 5,230 | 5,320 | 5,440 | 5,600 | 5,770 | 5,950 | 6,130 | 6,130 |
| | | | Wet Ops | 6,400 | 6,540 | 6,630 | 6,740 | 6,890 | 7,090 | 7,310 | 7,540 | 7,770 | 7,770 |
| BE90 | | Beech King Air E-90 | Dry Ops | 4,120 | 4,200 | 4,270 | 4,330 | 4,430 | 4,560 | 4,700 | 4,850 | 4,990 | 4,990 |
| | | | Wet Ops | 5,220 | 5,330 | 5,410 | 5,490 | 5,610 | 5,780 | 5,960 | 6,140 | 6,330 | 6,330 |
| BE95 | | Travelair 95 | Dry Ops | 4,160 | 4,240 | 4,300 | 4,370 | 4,470 | 4,600 | 4,740 | 4,890 | 5,040 | 5,040 |
| | | | Wet Ops | 5,270 | 5,380 | 5,450 | 5,540 | 5,670 | 5,830 | 6,010 | 6,200 | 6,390 | 6,390 |
| BE99 | | Airliner 99C | Dry Ops | 5,890 | 6,020 | 6,110 | 6,200 | 6,340 | 6,530 | 6,730 | 6,940 | 7,150 | 7,150 |
| | | | Wet Ops | 7,470 | 7,630 | 7,740 | 7,860 | 8,040 | 8,280 | 8,530 | 8,790 | 9,060 | 9,060 |

| AC ID | Military ID | Model Name | Field Elevation | Flight Level | | | | | | | | | |
|-------|-------------|-----------------------------|-----------------|--------------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| BE9F | | Beech F-90 LA2 LA-204 | Dry Ops | 5,520 | 5,640 | 5,720 | 5,810 | 5,940 | 6,120 | 6,300 | 6,500 | 6,700 | 6,700 |
| | | | Wet Ops | 7,000 | 7,140 | 7,250 | 7,360 | 7,530 | 7,750 | 7,990 | 8,230 | 8,480 | 8,480 |
| BEST | | Starship Model 2000 | Dry Ops | 4,870 | 4,970 | 5,040 | 5,120 | 5,240 | 5,390 | 5,560 | 5,730 | 5,900 | 5,900 |
| | | | Wet Ops | 6,170 | 6,300 | 6,390 | 6,490 | 6,630 | 6,830 | 7,040 | 7,260 | 7,480 | 7,480 |
| BL14 | | Cruisair Sr.Cruismaster14-1 | Dry Ops | 1,970 | 2,010 | 2,040 | 2,070 | 2,120 | 2,180 | 2,250 | 2,320 | 2,390 | 2,390 |
| | | | Wet Ops | 2,490 | 2,540 | 2,580 | 2,620 | 2,680 | 2,760 | 2,850 | 2,930 | 3,020 | 3,020 |
| BL26 | | Model 17-30A Super Viking | Dry Ops | 1,030 | 1,050 | 1,070 | 1,090 | 1,110 | 1,140 | 1,180 | 1,210 | 1,250 | 1,250 |
| | | | Wet Ops | 1,310 | 1,330 | 1,350 | 1,380 | 1,410 | 1,450 | 1,490 | 1,540 | 1,590 | 1,590 |
| BL28 | | Model 7-GCBC Scout | Dry Ops | 1,290 | 1,320 | 1,340 | 1,360 | 1,390 | 1,430 | 1,480 | 1,520 | 1,570 | 1,570 |
| | | | Wet Ops | 1,640 | 1,670 | 1,700 | 1,720 | 1,760 | 1,820 | 1,870 | 1,930 | 1,990 | 1,990 |
| BL30 | | Decathlon 8-KCAB | Dry Ops | 1,290 | 1,320 | 1,340 | 1,360 | 1,390 | 1,430 | 1,480 | 1,520 | 1,570 | 1,570 |
| | | | Wet Ops | 1,640 | 1,670 | 1,700 | 1,720 | 1,760 | 1,820 | 1,870 | 1,930 | 1,990 | 1,990 |
| BL31 | | Bellanca Turbo Viking | Dry Ops | 1,030 | 1,050 | 1,070 | 1,090 | 1,110 | 1,140 | 1,180 | 1,210 | 1,250 | 1,250 |
| | | | Wet Ops | 1,310 | 1,330 | 1,350 | 1,380 | 1,410 | 1,450 | 1,490 | 1,540 | 1,590 | 1,590 |
| BN2 | | BN-2A/B Islander | Dry Ops | 1,840 | 1,880 | 1,900 | 1,930 | 1,980 | 2,030 | 2,100 | 2,160 | 2,230 | 2,230 |
| | | | Wet Ops | 2,330 | 2,380 | 2,410 | 2,450 | 2,500 | 2,580 | 2,660 | 2,740 | 2,820 | 2,820 |
| BN2T | | BN-2T Turbine Islander | Dry Ops | 2,080 | 2,120 | 2,150 | 2,190 | 2,240 | 2,300 | 2,370 | 2,450 | 2,520 | 2,520 |
| | | | Wet Ops | 2,630 | 2,690 | 2,730 | 2,770 | 2,830 | 2,920 | 3,010 | 3,100 | 3,200 | 3,200 |
| BN3 | | BN-2A Mark III Trislander | Dry Ops | 2,720 | 2,770 | 2,810 | 2,860 | 2,920 | 3,010 | 3,100 | 3,200 | 3,290 | 3,290 |
| | | | Wet Ops | 3,440 | 3,510 | 3,560 | 3,620 | 3,700 | 3,810 | 3,930 | 4,050 | 4,170 | 4,170 |
| BT10 | | B.121 Pup Series (UK) | Dry Ops | 2,660 | 2,720 | 2,750 | 2,800 | 2,860 | 2,950 | 3,040 | 3,130 | 3,230 | 3,230 |
| | | | Wet Ops | 3,370 | 3,440 | 3,490 | 3,540 | 3,630 | 3,730 | 3,850 | 3,970 | 4,090 | 4,090 |
| C120 | | Cessna 120 | Dry Ops | 1,500 | 1,530 | 1,550 | 1,580 | 1,610 | 1,660 | 1,710 | 1,760 | 1,820 | 1,820 |
| | | | Wet Ops | 1,900 | 1,940 | 1,970 | 2,000 | 2,040 | 2,100 | 2,170 | 2,240 | 2,300 | 2,300 |
| C14 | | Cessna 140 | Dry Ops | 2,870 | 2,930 | 2,970 | 3,010 | 3,080 | 3,170 | 3,270 | 3,370 | 3,470 | 3,470 |
| | | | Wet Ops | 3,630 | 3,710 | 3,760 | 3,820 | 3,910 | 4,020 | 4,150 | 4,270 | 4,400 | 4,400 |
| C150 | | Cessna 150 | Dry Ops | 2,010 | 2,060 | 2,090 | 2,120 | 2,170 | 2,230 | 2,300 | 2,370 | 2,440 | 2,440 |
| | | | Wet Ops | 2,550 | 2,610 | 2,640 | 2,680 | 2,750 | 2,830 | 2,910 | 3,000 | 3,090 | 3,090 |
| C152 | | Cessna 152 | Dry Ops | 2,250 | 2,300 | 2,330 | 2,360 | 2,420 | 2,490 | 2,570 | 2,650 | 2,730 | 2,730 |
| | | | Wet Ops | 2,850 | 2,910 | 2,950 | 3,000 | 3,060 | 3,160 | 3,250 | 3,350 | 3,450 | 3,450 |
| C170 | | Cessna 170 | Dry Ops | 3,460 | 3,530 | 3,580 | 3,640 | 3,720 | 3,830 | 3,950 | 4,070 | 4,190 | 4,190 |
| | | | Wet Ops | 4,380 | 4,470 | 4,540 | 4,610 | 4,710 | 4,850 | 5,000 | 5,160 | 5,310 | 5,310 |
| C172 | T41 | Skyhawk Cutlass/Mescalero | Dry Ops | 2,340 | 2,390 | 2,430 | 2,460 | 2,520 | 2,590 | 2,670 | 2,760 | 2,840 | 2,840 |
| | | | Wet Ops | 2,970 | 3,030 | 3,070 | 3,120 | 3,190 | 3,290 | 3,390 | 3,490 | 3,600 | 3,600 |

APPENDIX 1. LAHSO AIRCRAFT DATA

Appendix 1

| AC ID | Military ID | Model Name | Field Elevation | 0 - 499 | | 500 - 999 | | 1,000 - 1,499 | | 1,500 - 1,999 | | 2,000 - 2,999 | | 3,000 - 3,999 | | 4,000 - 4,999 | | 5,000 - 5,999 | | 6,000 - 6,999 | | 7,000 and up | | |
|-------|-------------|--------------------------|--------------------|---------|-------|-----------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|-------|--------------|-------|-------|
| | | | | Dry Ops | 2,550 | 2,600 | 2,640 | 2,680 | 2,740 | 2,820 | 2,910 | 3,000 | 3,090 | 3,100 | 3,190 | 3,280 | 3,370 | 3,460 | 3,550 | 3,640 | 3,730 | 3,820 | 3,910 | 3,990 |
| C175 | | Skylark 175 | Dry Ops Wet Ops | 2,530 | 3,230 | 3,290 | 3,340 | 3,390 | 3,470 | 3,580 | 3,680 | 3,780 | 3,880 | 3,970 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 |
| C177 | | Cardinal 177 | Dry Ops Wet Ops | 2,530 | 3,200 | 3,270 | 3,320 | 3,370 | 3,450 | 3,550 | 3,660 | 3,770 | 3,880 | 3,970 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 |
| C180 | | Skywagon 180 | Dry Ops Wet Ops | 2,560 | 3,240 | 3,310 | 3,360 | 3,410 | 3,480 | 3,590 | 3,700 | 3,810 | 3,930 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 |
| C182 | | Skylane 182/RG Turbo/RG | Dry Ops Wet Ops | 2,520 | 3,190 | 3,260 | 3,310 | 3,360 | 3,430 | 3,540 | 3,640 | 3,760 | 3,880 | 3,960 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 |
| C185 | | Skywagon 185 | Dry Ops Wet Ops | 2,620 | 3,320 | 3,390 | 3,440 | 3,490 | 3,570 | 3,680 | 3,790 | 3,910 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 | 3,990 |
| C188 | | AG Wagon/Truck/Husky 188 | Dry Ops Wet Ops | 1,110 | 1,400 | 1,430 | 1,450 | 1,480 | 1,510 | 1,550 | 1,600 | 1,650 | 1,700 | 1,750 | 1,790 | 1,830 | 1,870 | 1,910 | 1,950 | 1,990 | 2,030 | 2,070 | 2,110 | 2,150 |
| C190 | | Cessna 190 | Dry Ops Wet Ops | 2,800 | 3,550 | 3,620 | 3,670 | 3,730 | 3,820 | 3,930 | 4,050 | 4,170 | 4,290 | 4,410 | 4,530 | 4,650 | 4,770 | 4,890 | 4,990 | 5,110 | 5,230 | 5,350 | 5,470 | 5,590 |
| C195 | | Cessna 95 | Dry Ops Wet Ops | 4,100 | 5,190 | 4,190 | 5,300 | 5,380 | 5,460 | 5,590 | 5,750 | 5,930 | 6,110 | 6,300 | 6,300 | 6,300 | 6,300 | 6,300 | 6,300 | 6,300 | 6,300 | 6,300 | 6,300 | 6,300 |
| C205 | | Super Skywagon/Skylane | Dry Ops Wet Ops | 2,830 | 3,580 | 2,890 | 3,660 | 3,710 | 3,770 | 3,850 | 3,970 | 4,090 | 4,220 | 4,340 | 4,460 | 4,580 | 4,700 | 4,820 | 4,940 | 5,060 | 5,180 | 5,300 | 5,420 | 5,540 |
| C206 | | Stationair 6 / Turbo 6 | Dry Ops Wet Ops | 2,610 | 3,310 | 2,670 | 3,380 | 3,430 | 3,490 | 3,560 | 3,670 | 3,780 | 3,900 | 4,010 | 4,130 | 4,250 | 4,370 | 4,490 | 4,610 | 4,730 | 4,850 | 4,970 | 5,090 | 5,210 |
| C207 | | Stationair / Turbo 7/8 | Dry Ops Wet Ops | 2,810 | 3,560 | 2,870 | 3,630 | 3,690 | 3,740 | 3,830 | 3,940 | 4,060 | 4,180 | 4,300 | 4,420 | 4,540 | 4,660 | 4,780 | 4,890 | 4,990 | 5,110 | 5,230 | 5,350 | 5,470 |
| C208 | | Caravan I 208-A | Dry Ops Wet Ops | 3,000 | 3,800 | 3,060 | 3,880 | 3,930 | 3,990 | 4,080 | 4,210 | 4,330 | 4,450 | 4,570 | 4,690 | 4,810 | 4,930 | 5,050 | 5,170 | 5,290 | 5,410 | 5,530 | 5,650 | 5,770 |
| C210 | | Centurion / II | Dry Ops Wet Ops | 2,810 | 3,560 | 2,870 | 3,630 | 3,690 | 3,740 | 3,830 | 3,940 | 4,060 | 4,180 | 4,300 | 4,420 | 4,540 | 4,660 | 4,780 | 4,890 | 4,990 | 5,110 | 5,230 | 5,350 | 5,470 |
| C203 | | Crusader 303 | Dry Ops Wet Ops | 2,720 | 3,440 | 2,770 | 3,310 | 2,830 | 2,900 | 2,970 | 3,040 | 3,110 | 3,210 | 3,310 | 3,410 | 3,510 | 3,610 | 3,710 | 3,810 | 3,910 | 4,010 | 4,110 | 4,210 | 4,310 |
| C305 | O1 | Bird Dog 305 / 321 | Dry Ops Wet Ops | 1,790 | 4,260 | 1,830 | 4,350 | 4,410 | 4,480 | 4,550 | 4,720 | 4,890 | 5,060 | 5,230 | 5,400 | 5,570 | 5,740 | 5,910 | 6,080 | 6,250 | 6,420 | 6,590 | 6,760 | 6,930 |
| C310 | U3 | Cessna 310 | Dry Ops Wet Ops | 3,850 | 4,880 | 3,930 | 4,980 | 5,050 | 5,130 | 5,250 | 5,400 | 5,570 | 5,740 | 5,910 | 6,080 | 6,250 | 6,420 | 6,590 | 6,760 | 6,930 | 7,100 | 7,270 | 7,440 | 7,610 |
| C320 | | Skynight 320 | Dry Ops Wet Ops | 3,930 | 4,990 | 4,050 | 5,110 | 5,190 | 5,270 | 5,350 | 5,430 | 5,510 | 5,680 | 5,850 | 5,930 | 6,080 | 6,250 | 6,420 | 6,590 | 6,760 | 6,930 | 7,100 | 7,270 | 7,440 |

| AC ID | Military ID | Model Name | Field Elevation | Performance Data by Altitude Range | | | | | | | | | |
|-------|-------------|------------------------|-----------------|------------------------------------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| C335 | | Cessna 335 | Dry Ops | 3,460 | 3,540 | 3,590 | 3,640 | 3,730 | 3,840 | 3,950 | 4,080 | 4,200 | 4,200 |
| | | | Wet Ops | 4,390 | 4,480 | 4,550 | 4,620 | 4,720 | 4,860 | 5,010 | 5,160 | 5,320 | 5,320 |
| C336 | | Skymaster 336 | Dry Ops | 2,610 | 2,670 | 2,710 | 2,750 | 2,810 | 2,890 | 2,980 | 3,070 | 3,170 | 3,170 |
| | | | Wet Ops | 3,310 | 3,380 | 3,430 | 3,480 | 3,560 | 3,670 | 3,780 | 3,900 | 4,010 | 4,010 |
| C337 | O2 | Super Skymaster 337 | Dry Ops | 3,090 | 3,150 | 3,200 | 3,250 | 3,320 | 3,420 | 3,530 | 3,640 | 3,750 | 3,750 |
| | | | Wet Ops | 3,910 | 4,000 | 4,060 | 4,120 | 4,210 | 4,340 | 4,470 | 4,610 | 4,750 | 4,750 |
| C340 | | Cessna 340-A | Dry Ops | 3,460 | 3,540 | 3,590 | 3,640 | 3,730 | 3,840 | 3,950 | 4,080 | 4,200 | 4,200 |
| | | | Wet Ops | 4,390 | 4,480 | 4,550 | 4,620 | 4,720 | 4,860 | 5,010 | 5,160 | 5,320 | 5,320 |
| C401 | | Cessna 401 | Dry Ops | 3,300 | 3,360 | 3,410 | 3,470 | 3,550 | 3,650 | 3,760 | 3,880 | 4,000 | 4,000 |
| | | | Wet Ops | 4,180 | 4,260 | 4,330 | 4,390 | 4,490 | 4,630 | 4,770 | 4,910 | 5,060 | 5,060 |
| C402 | | Cessna 402-C | Dry Ops | 4,660 | 4,760 | 4,830 | 4,900 | 5,010 | 5,160 | 5,320 | 5,480 | 5,650 | 5,650 |
| | | | Wet Ops | 5,910 | 6,030 | 6,120 | 6,210 | 6,350 | 6,540 | 6,740 | 6,950 | 7,160 | 7,160 |
| C404 | | CE-404 Titan | Dry Ops | 4,000 | 4,080 | 4,140 | 4,200 | 4,300 | 4,430 | 4,560 | 4,700 | 4,850 | 4,850 |
| | | | Wet Ops | 5,060 | 5,170 | 5,250 | 5,330 | 5,450 | 5,610 | 5,780 | 5,960 | 6,140 | 6,140 |
| C406 | | Cessna Caravan II 406 | Dry Ops | 4,650 | 4,750 | 4,820 | 4,890 | 5,000 | 5,150 | 5,310 | 5,470 | 5,640 | 5,640 |
| | | | Wet Ops | 5,890 | 6,020 | 6,110 | 6,200 | 6,340 | 6,530 | 6,730 | 6,940 | 7,150 | 7,150 |
| C411 | | CE-411 Cessna | Dry Ops | 3,370 | 3,440 | 3,490 | 3,550 | 3,630 | 3,730 | 3,850 | 3,970 | 4,090 | 4,090 |
| | | | Wet Ops | 4,270 | 4,360 | 4,420 | 4,490 | 4,590 | 4,730 | 4,880 | 5,030 | 5,180 | 5,180 |
| C414 | | CE-414 Chancellor | Dry Ops | 4,490 | 4,590 | 4,650 | 4,730 | 4,830 | 4,980 | 5,130 | 5,290 | 5,450 | 5,450 |
| | | | Wet Ops | 5,690 | 5,810 | 5,900 | 5,990 | 6,120 | 6,310 | 6,500 | 6,700 | 6,900 | 6,900 |
| C421 | | CE-421 Golden Eagle | Dry Ops | 4,310 | 4,400 | 4,460 | 4,530 | 4,630 | 4,770 | 4,920 | 5,070 | 5,220 | 5,220 |
| | | | Wet Ops | 5,450 | 5,570 | 5,650 | 5,740 | 5,870 | 6,040 | 6,230 | 6,420 | 6,620 | 6,620 |
| C425 | | Corsair/Conquest - 425 | Dry Ops | 4,020 | 4,110 | 4,170 | 4,230 | 4,330 | 4,460 | 4,600 | 4,740 | 4,880 | 4,880 |
| | | | Wet Ops | 5,100 | 5,210 | 5,280 | 5,360 | 5,490 | 5,650 | 5,820 | 6,000 | 6,180 | 6,180 |
| C434 | | Cessna Turbo Titan 434 | Dry Ops | 3,740 | 3,820 | 3,880 | 3,940 | 4,030 | 4,150 | 4,280 | 4,410 | 4,540 | 4,540 |
| | | | Wet Ops | 4,740 | 4,840 | 4,910 | 4,990 | 5,100 | 5,260 | 5,420 | 5,580 | 5,750 | 5,750 |
| C441 | | Conquest / II-441 | Dry Ops | 4,540 | 4,630 | 4,700 | 4,770 | 4,880 | 5,030 | 5,180 | 5,340 | 5,500 | 5,500 |
| | | | Wet Ops | 5,750 | 5,870 | 5,960 | 6,050 | 6,190 | 6,370 | 6,570 | 6,770 | 6,980 | 6,980 |
| C500 | | Citation I | Dry Ops | 4,240 | 4,330 | 4,390 | 4,460 | 4,560 | 4,700 | 4,840 | 4,990 | 5,140 | 5,140 |
| | | | Wet Ops | 5,370 | 5,480 | 5,570 | 5,650 | 5,780 | 5,950 | 6,130 | 6,320 | 6,520 | 6,520 |
| C501 | | Citation I-SP | Dry Ops | 4,020 | 4,100 | 4,160 | 4,220 | 4,320 | 4,450 | 4,580 | 4,730 | 4,870 | 4,870 |
| | | | Wet Ops | 5,090 | 5,190 | 5,270 | 5,350 | 5,470 | 5,640 | 5,810 | 5,990 | 6,170 | 6,170 |
| C550 | | Citation II/-S2 | Dry Ops | 4,250 | 4,340 | 4,400 | 4,470 | 4,570 | 4,710 | 4,850 | 5,000 | 5,150 | 5,150 |
| | | | Wet Ops | 5,380 | 5,500 | 5,580 | 5,660 | 5,790 | 5,960 | 6,150 | 6,340 | 6,530 | 6,530 |

| AC ID | Military ID | Model Name | Field Elevation | | | | | | | | | | |
|-------|-------------|-------------------------|-----------------|---------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| C551 | | Citation II-SP | Dry Ops | 4,160 | 4,240 | 4,300 | 4,370 | 4,470 | 4,600 | 4,740 | 4,890 | 5,040 | 5,040 |
| | | | Wet Ops | 5,270 | 5,380 | 5,450 | 5,540 | 5,670 | 5,830 | 6,010 | 6,200 | 6,390 | 6,390 |
| C560 | | Citation V | Dry Ops | 5,630 | 5,750 | 5,840 | 5,930 | 6,060 | 6,240 | 6,430 | 6,630 | 6,830 | 6,830 |
| | | | Wet Ops | 7,140 | 7,290 | 7,390 | 7,510 | 7,680 | 7,910 | 8,150 | 8,400 | 8,660 | 8,660 |
| C650 | | Citation III | Dry Ops | 6,440 | 6,570 | 6,670 | 6,770 | 6,930 | 7,130 | 7,350 | 7,580 | 7,810 | 7,810 |
| | | | Wet Ops | 8,160 | 8,330 | 8,450 | 8,580 | 8,780 | 9,040 | 9,310 | 9,600 | 9,890 | 9,890 |
| CA21 | | C-212 -300 Aviocar | Dry Ops | 5,310 | 5,430 | 5,510 | 5,590 | 5,720 | 5,890 | 6,070 | 6,250 | 6,450 | 6,450 |
| | | | Wet Ops | 6,730 | 6,880 | 6,980 | 7,080 | 7,250 | 7,460 | 7,690 | 7,930 | 8,170 | 8,170 |
| CH10 | | Champion Citabria | Dry Ops | 850 | 860 | 880 | 890 | 910 | 940 | 960 | 990 | 1,020 | 1,020 |
| | | | Wet Ops | 1,070 | 1,090 | 1,110 | 1,130 | 1,150 | 1,190 | 1,220 | 1,260 | 1,300 | 1,300 |
| CH40 | | Champion Lancer 402 | Dry Ops | 1,310 | 1,340 | 1,360 | 1,380 | 1,410 | 1,450 | 1,500 | 1,540 | 1,590 | 1,590 |
| | | | Wet Ops | 1,660 | 1,700 | 1,720 | 1,750 | 1,790 | 1,840 | 1,900 | 1,960 | 2,020 | 2,020 |
| CH5 | | Champion | Dry Ops | 940 | 960 | 970 | 990 | 1,010 | 1,040 | 1,070 | 1,100 | 1,140 | 1,140 |
| | | | Wet Ops | 1,190 | 1,210 | 1,230 | 1,250 | 1,280 | 1,320 | 1,360 | 1,400 | 1,440 | 1,440 |
| CH8 | | Champion Challenger | Dry Ops | 1,090 | 1,110 | 1,130 | 1,140 | 1,170 | 1,210 | 1,240 | 1,280 | 1,320 | 1,320 |
| | | | Wet Ops | 1,380 | 1,410 | 1,430 | 1,450 | 1,480 | 1,530 | 1,570 | 1,620 | 1,670 | 1,670 |
| CH9 | | Champion Citabria 7-ECA | Dry Ops | 1,420 | 1,450 | 1,470 | 1,490 | 1,520 | 1,570 | 1,620 | 1,670 | 1,720 | 1,720 |
| | | | Wet Ops | 1,790 | 1,830 | 1,860 | 1,890 | 1,930 | 1,990 | 2,050 | 2,110 | 2,170 | 2,170 |
| CL60 | | CL600 / 610 Challenger | Dry Ops | 6,640 | 6,780 | 6,880 | 6,990 | 7,150 | 7,360 | 7,590 | 7,820 | 8,060 | 8,060 |
| | | | Wet Ops | 8,420 | 8,590 | 8,720 | 8,860 | 9,060 | 9,330 | 9,610 | 9,910 | 10,210 | 10,210 |
| CL65 | | Regional Jet CL-65 | Dry Ops | 5,500 | 5,620 | 5,700 | 5,790 | 5,920 | 6,100 | 6,280 | 6,470 | 6,670 | 6,670 |
| | | | Wet Ops | 6,970 | 7,120 | 7,220 | 7,330 | 7,500 | 7,720 | 7,960 | 8,210 | 8,460 | 8,460 |
| CM48 | | 480 Twin Navion/CTN/A-D | Dry Ops | 1,140 | 1,170 | 1,190 | 1,200 | 1,230 | 1,270 | 1,310 | 1,350 | 1,390 | 1,390 |
| | | | Wet Ops | 1,450 | 1,480 | 1,500 | 1,520 | 1,560 | 1,610 | 1,650 | 1,710 | 1,760 | 1,760 |
| CONC | | Concorde | Dry Ops | 12,890 | 13,160 | 13,350 | 13,560 | 13,870 | 14,280 | 14,720 | 15,170 | 15,630 | 15,630 |
| | | | Wet Ops | 16,330 | 16,680 | 16,920 | 17,180 | 17,570 | 18,100 | 18,650 | 19,220 | 19,810 | 19,810 |
| CP10 | | Cap 10-B | Dry Ops | 3,680 | 3,760 | 3,820 | 3,880 | 3,960 | 4,080 | 4,210 | 4,340 | 4,470 | 4,470 |
| | | | Wet Ops | 4,670 | 4,770 | 4,840 | 4,910 | 5,020 | 5,170 | 5,330 | 5,490 | 5,660 | 5,660 |
| CP20 | | Cap 20-C-200 | Dry Ops | 3,500 | 3,570 | 3,630 | 3,680 | 3,770 | 3,880 | 4,000 | 4,120 | 4,250 | 4,250 |
| | | | Wet Ops | 4,440 | 4,530 | 4,600 | 4,670 | 4,770 | 4,910 | 5,070 | 5,220 | 5,380 | 5,380 |
| CV14 | PBY5 | Canso/Catalina*** | Dry Ops | 5,430 | 5,540 | 5,620 | 5,710 | 5,840 | 6,010 | 6,200 | 6,390 | 6,580 | 6,580 |
| | | | Wet Ops | 6,880 | 7,020 | 7,120 | 7,230 | 7,400 | 7,620 | 7,850 | 8,090 | 8,340 | 8,340 |
| CV24 | | Convair 240 Liner | Dry Ops | 4,420 | 4,510 | 4,580 | 4,650 | 4,750 | 4,890 | 5,040 | 5,200 | 5,360 | 5,360 |
| | | | Wet Ops | 5,600 | 5,710 | 5,800 | 5,890 | 6,020 | 6,200 | 6,390 | 6,590 | 6,790 | 6,790 |

| AC ID | Military ID | Model Name | Field Elevation | Flight Level | | | | | | | | | | |
|-------|-------------|----------------------------|-----------------|--------------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up | |
| CV34 | C131 | 340 Liner Samaritan | Dry Ops | 9,070 | 9,260 | 9,400 | 9,550 | 9,760 | 10,050 | 10,360 | 10,680 | 11,010 | 11,010 | |
| | | | Wet Ops | 11,500 | 11,740 | 11,910 | 12,100 | 12,370 | 12,740 | 13,130 | 13,530 | 13,950 | 13,950 | |
| CV44 | | Convair 440 | Dry Ops | 4,550 | 4,640 | 4,710 | 4,780 | 4,890 | 5,040 | 5,190 | 5,350 | 5,520 | 5,520 | |
| | | | Wet Ops | 5,760 | 5,880 | 5,970 | 6,060 | 6,200 | 6,390 | 6,580 | 6,780 | 6,990 | 6,990 | |
| CV58 | | Convair 580 | Dry Ops | 4,490 | 4,590 | 4,650 | 4,730 | 4,830 | 4,980 | 5,130 | 5,290 | 5,450 | 5,450 | |
| | | | Wet Ops | 5,690 | 5,810 | 5,900 | 5,990 | 6,120 | 6,310 | 6,500 | 6,700 | 6,900 | 6,900 | |
| CV60 | | Convair 600 | Dry Ops | 5,520 | 5,640 | 5,720 | 5,810 | 5,940 | 6,120 | 6,300 | 6,500 | 6,700 | 6,700 | |
| | | | Wet Ops | 7,000 | 7,140 | 7,250 | 7,360 | 7,530 | 7,750 | 7,990 | 8,230 | 8,480 | 8,480 | |
| CV64 | | Convair 640 | Dry Ops | 5,890 | 6,020 | 6,110 | 6,200 | 6,340 | 6,530 | 6,730 | 6,940 | 7,150 | 7,150 | |
| | | | Wet Ops | 7,470 | 7,630 | 7,740 | 7,860 | 8,040 | 8,280 | 8,530 | 8,790 | 9,060 | 9,060 | |
| CV88 | | Convair 880 | Dry Ops | 7,950 | 8,120 | 8,240 | 8,370 | 8,560 | 8,810 | 9,080 | 9,360 | 9,650 | 9,650 | |
| | | | Wet Ops | 10,080 | 10,290 | 10,440 | 10,600 | 10,840 | 11,170 | 11,510 | 11,860 | 12,220 | 12,220 | |
| CV99 | | Convair 990 | Dry Ops | 7,560 | 7,720 | 7,830 | 7,960 | 8,140 | 8,380 | 8,640 | 8,900 | 9,170 | 9,170 | |
| | | | Wet Ops | 9,580 | 9,780 | 9,930 | 10,080 | 10,310 | 10,620 | 10,940 | 11,280 | 11,620 | 11,620 | |
| D328 | | Dornier 328 | Dry Ops | 4,630 | 4,730 | 4,800 | 4,870 | 4,980 | 5,130 | 5,290 | 5,450 | 5,620 | 5,620 | |
| | | | Wet Ops | 5,870 | 5,990 | 6,080 | 6,170 | 6,320 | 6,500 | 6,700 | 6,910 | 7,120 | 7,120 | |
| DA01 | | Mercure 100-C | Dry Ops | 5,880 | 6,000 | 6,090 | 6,190 | 6,330 | 6,520 | 6,720 | 6,920 | 7,130 | 7,130 | |
| | | | Wet Ops | 7,450 | 7,610 | 7,720 | 7,840 | 8,020 | 8,260 | 8,510 | 8,770 | 9,040 | 9,040 | |
| DA02 | | Falcon 20-M, F20, D-5, E-5 | Dry Ops | 5,990 | 6,110 | 6,200 | 6,300 | 6,440 | 6,630 | 6,840 | 7,050 | 7,260 | 7,260 | |
| | | | Wet Ops | 7,590 | 7,750 | 7,860 | 7,980 | 8,160 | 8,410 | 8,660 | 8,930 | 9,200 | 9,200 | |
| DA05 | | Burguet- Falcon DA - 50 | Dry Ops | 6,320 | 6,460 | 6,550 | 6,650 | 6,800 | 7,010 | 7,220 | 7,440 | 7,670 | 7,670 | |
| | | | Wet Ops | 8,010 | 8,180 | 8,300 | 8,430 | 8,620 | 8,880 | 9,150 | 9,430 | 9,720 | 9,720 | |
| DA10 | | Falcon DA-10 | Dry Ops | 4,590 | 4,680 | 4,750 | 4,820 | 4,930 | 5,080 | 5,240 | 5,400 | 5,560 | 5,560 | |
| | | | Wet Ops | 5,810 | 5,930 | 6,020 | 6,110 | 6,250 | 6,440 | 6,640 | 6,840 | 7,050 | 7,050 | |
| DA20 | | Falcon 20 FJF - C thru F | Dry Ops | 4,870 | 4,970 | 5,040 | 5,120 | 5,240 | 5,390 | 5,560 | 5,730 | 5,900 | 5,900 | |
| | | | Wet Ops | 6,170 | 6,300 | 6,390 | 6,490 | 6,630 | 6,830 | 7,040 | 7,260 | 7,480 | 7,480 | |
| DA21 | | Mystere Falcon 200, Falcon | Dry Ops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | Wet Ops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| DA90 | | Mystere Falcon 900 | Dry Ops | 6,550 | 6,690 | 6,780 | 6,890 | 7,050 | 7,260 | 7,480 | 7,710 | 7,940 | 7,940 | |
| | | | Wet Ops | 8,300 | 8,470 | 8,600 | 8,730 | 8,930 | 9,190 | 9,480 | 9,770 | 10,070 | 10,070 | |
| DC10 | KC10 | DC-10-30F | Dry Ops | 7,140 | 7,290 | 7,400 | 7,510 | 7,680 | 7,910 | 8,150 | 8,400 | 8,660 | 8,660 | |
| | | | Wet Ops | 9,050 | 9,240 | 9,370 | 9,520 | 9,740 | 10,020 | 10,330 | 10,650 | 10,970 | 10,970 | |
| DC3 | C47 | Skytrain | Dry Ops | 4,070 | 4,150 | 4,210 | 4,280 | 4,370 | 4,500 | 4,640 | 4,780 | 4,930 | 4,930 | |
| | | | Wet Ops | 5,150 | 5,260 | 5,340 | 5,420 | 5,540 | 5,710 | 5,880 | 6,060 | 6,250 | 6,250 | |

| AC ID | Military ID | Model Name | Field Elevation | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
|-------|-------------|-------------------------|-----------------|---------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| DC3S | C117 | Super DC-3-TP67 (Turbo) | Dry Ops | 6,620 | 6,760 | 6,860 | 6,970 | 7,130 | 7,340 | 7,560 | 7,800 | 8,030 | 8,030 |
| | | | Wet Ops | 8,390 | 8,570 | 8,700 | 8,830 | 9,030 | 9,300 | 9,590 | 9,880 | 10,180 | 10,180 |
| DC4 | C54 | Skymaster DC-4 | Dry Ops | 5,150 | 5,250 | 5,330 | 5,410 | 5,540 | 5,700 | 5,880 | 6,060 | 6,240 | 6,240 |
| | | | Wet Ops | 6,520 | 6,660 | 6,760 | 6,860 | 7,020 | 7,230 | 7,450 | 7,680 | 7,910 | 7,910 |
| DC6 | C118 | DC-6/B Liftmaster | Dry Ops | 5,570 | 5,680 | 5,770 | 5,860 | 5,990 | 6,170 | 6,360 | 6,550 | 6,750 | 6,750 |
| | | | Wet Ops | 7,050 | 7,200 | 7,310 | 7,420 | 7,590 | 7,820 | 8,060 | 8,300 | 8,560 | 8,560 |
| DC7 | | DC-7B | Dry Ops | 6,550 | 6,690 | 6,780 | 6,890 | 7,050 | 7,260 | 7,480 | 7,710 | 7,940 | 7,940 |
| | | | Wet Ops | 8,300 | 8,470 | 8,600 | 8,730 | 8,930 | 9,190 | 9,480 | 9,770 | 10,070 | 10,070 |
| DC8 | | DC-8-63 | Dry Ops | 9,070 | 9,260 | 9,400 | 9,550 | 9,760 | 10,050 | 10,360 | 10,680 | 11,010 | 11,010 |
| | | | Wet Ops | 11,500 | 11,740 | 11,910 | 12,100 | 12,370 | 12,740 | 13,130 | 13,530 | 13,950 | 13,950 |
| DC8S | | Super DC-8 Series | Dry Ops | 9,070 | 9,260 | 9,400 | 9,550 | 9,760 | 10,050 | 10,360 | 10,680 | 11,010 | 11,010 |
| | | | Wet Ops | 11,500 | 11,740 | 11,910 | 12,100 | 12,370 | 12,740 | 13,130 | 13,530 | 13,950 | 13,950 |
| DC9 | C9 | DC-9-10 | Dry Ops | 5,940 | 6,060 | 6,150 | 6,250 | 6,390 | 6,580 | 6,780 | 6,990 | 7,200 | 7,200 |
| | | | Wet Ops | 7,520 | 7,680 | 7,790 | 7,920 | 8,100 | 8,340 | 8,590 | 8,860 | 9,130 | 9,130 |
| DH1 | | Chipmunk DHC-1 | Dry Ops | 1,690 | 1,720 | 1,750 | 1,770 | 1,810 | 1,870 | 1,930 | 1,980 | 2,050 | 2,050 |
| | | | Wet Ops | 2,140 | 2,180 | 2,210 | 2,250 | 2,300 | 2,370 | 2,440 | 2,510 | 2,590 | 2,590 |
| DH10 | | DeHavilland Dove | Dry Ops | 3,580 | 3,650 | 3,700 | 3,760 | 3,850 | 3,960 | 4,080 | 4,210 | 4,340 | 4,340 |
| | | | Wet Ops | 4,530 | 4,630 | 4,690 | 4,770 | 4,870 | 5,020 | 5,170 | 5,330 | 5,490 | 5,490 |
| DH11 | | DH-114 Heron | Dry Ops | 6,460 | 6,590 | 6,690 | 6,790 | 6,950 | 7,150 | 7,370 | 7,600 | 7,830 | 7,830 |
| | | | Wet Ops | 8,180 | 8,350 | 8,470 | 8,610 | 8,800 | 9,060 | 9,340 | 9,630 | 9,920 | 9,920 |
| DH2 | U6 | Beaver DHC-2 | Dry Ops | 1,870 | 1,910 | 1,940 | 1,970 | 2,020 | 2,080 | 2,140 | 2,200 | 2,270 | 2,270 |
| | | | Wet Ops | 2,370 | 2,420 | 2,460 | 2,500 | 2,550 | 2,630 | 2,710 | 2,790 | 2,880 | 2,880 |
| DH2T | | Turbo Beaver DHC-2T | Dry Ops | 1,110 | 1,130 | 1,150 | 1,160 | 1,190 | 1,230 | 1,260 | 1,300 | 1,340 | 1,340 |
| | | | Wet Ops | 1,400 | 1,430 | 1,450 | 1,480 | 1,510 | 1,550 | 1,600 | 1,650 | 1,700 | 1,700 |
| DH3 | U1 | DHC-3 Otter | Dry Ops | 1,830 | 1,870 | 1,890 | 1,920 | 1,970 | 2,020 | 2,090 | 2,150 | 2,220 | 2,220 |
| | | | Wet Ops | 2,310 | 2,360 | 2,400 | 2,430 | 2,490 | 2,560 | 2,640 | 2,720 | 2,810 | 2,810 |
| DH4 | C7 | DHC-4 Caribou | Dry Ops | 2,310 | 2,360 | 2,400 | 2,430 | 2,490 | 2,560 | 2,640 | 2,720 | 2,810 | 2,810 |
| | | | Wet Ops | 2,930 | 2,990 | 3,040 | 3,080 | 3,150 | 3,250 | 3,350 | 3,450 | 3,550 | 3,550 |
| DH5 | C8 | Buffalo DHC-5-D/E | Dry Ops | 1,140 | 1,170 | 1,190 | 1,200 | 1,230 | 1,270 | 1,310 | 1,350 | 1,390 | 1,390 |
| | | | Wet Ops | 1,450 | 1,480 | 1,500 | 1,520 | 1,560 | 1,610 | 1,650 | 1,710 | 1,760 | 1,760 |
| DH6 | U18 | Twin Otter DHC-6/100 | Dry Ops | 2,920 | 2,980 | 3,030 | 3,070 | 3,140 | 3,240 | 3,340 | 3,440 | 3,540 | 3,540 |
| | | | Wet Ops | 3,700 | 3,780 | 3,830 | 3,890 | 3,980 | 4,100 | 4,230 | 4,360 | 4,490 | 4,490 |
| DH7 | | Dash 7 DHC-7/100 | Dry Ops | 2,360 | 2,410 | 2,450 | 2,480 | 2,540 | 2,610 | 2,690 | 2,780 | 2,860 | 2,860 |
| | | | Wet Ops | 2,990 | 3,050 | 3,100 | 3,150 | 3,220 | 3,310 | 3,410 | 3,520 | 3,630 | 3,630 |

| AC ID | Military ID | Model Name | Field Elevation | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
|-------|-------------|-----------------------|-----------------|---------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| DH8 | | Dash 8 / DHC-8/ 311 | Dry Ops | 6,180 | 6,300 | 6,400 | 6,500 | 6,640 | 6,840 | 7,050 | 7,270 | 7,490 | 7,490 |
| | | | Wet Ops | 7,820 | 7,990 | 8,110 | 8,230 | 8,420 | 8,670 | 8,940 | 9,210 | 9,490 | 9,490 |
| DO27 | | DO-27 | Dry Ops | 1,080 | 1,100 | 1,120 | 1,140 | 1,160 | 1,200 | 1,230 | 1,270 | 1,310 | 1,310 |
| | | | Wet Ops | 1,370 | 1,400 | 1,420 | 1,440 | 1,470 | 1,510 | 1,560 | 1,610 | 1,660 | 1,660 |
| DO28 | | DO-28-128 | Dry Ops | 1,440 | 1,470 | 1,500 | 1,520 | 1,550 | 1,600 | 1,650 | 1,700 | 1,750 | 1,750 |
| | | | Wet Ops | 1,830 | 1,870 | 1,890 | 1,920 | 1,970 | 2,030 | 2,090 | 2,150 | 2,220 | 2,220 |
| DO81 | | DO-228-100 Series | Dry Ops | 2,180 | 2,220 | 2,250 | 2,290 | 2,340 | 2,410 | 2,480 | 2,560 | 2,640 | 2,640 |
| | | | Wet Ops | 2,760 | 2,810 | 2,850 | 2,900 | 2,960 | 3,050 | 3,150 | 3,240 | 3,340 | 3,340 |
| DO82 | | DO-228-200 Series | Dry Ops | 3,160 | 3,230 | 3,280 | 3,330 | 3,400 | 3,510 | 3,610 | 3,720 | 3,840 | 3,840 |
| | | | Wet Ops | 4,010 | 4,090 | 4,150 | 4,220 | 4,310 | 4,440 | 4,580 | 4,720 | 4,860 | 4,860 |
| E110 | | Bandeirante EMB-110 | Dry Ops | 5,430 | 5,540 | 5,620 | 5,710 | 5,840 | 6,010 | 6,200 | 6,390 | 6,580 | 6,580 |
| | | | Wet Ops | 6,880 | 7,020 | 7,120 | 7,230 | 7,400 | 7,620 | 7,850 | 8,090 | 8,340 | 8,340 |
| E120 | | Brasilia EMB-120 | Dry Ops | 8,140 | 8,310 | 8,430 | 8,560 | 8,760 | 9,020 | 9,290 | 9,580 | 9,870 | 9,870 |
| | | | Wet Ops | 10,310 | 10,530 | 10,680 | 10,850 | 11,100 | 11,430 | 11,780 | 12,140 | 12,510 | 12,510 |
| EA30 | | Airbus A-300 | Dry Ops | 5,050 | 5,160 | 5,230 | 5,320 | 5,440 | 5,600 | 5,770 | 5,950 | 6,130 | 6,130 |
| | | | Wet Ops | 6,400 | 6,540 | 6,630 | 6,740 | 6,890 | 7,090 | 7,310 | 7,540 | 7,770 | 7,770 |
| EA31 | | A-310 | Dry Ops | 4,040 | 4,130 | 4,190 | 4,250 | 4,350 | 4,480 | 4,620 | 4,760 | 4,900 | 4,900 |
| | | | Wet Ops | 5,120 | 5,230 | 5,310 | 5,390 | 5,510 | 5,680 | 5,850 | 6,030 | 6,210 | 6,210 |
| EA32 | | Airbus A-320 | Dry Ops | 4,830 | 4,930 | 5,000 | 5,080 | 5,200 | 5,350 | 5,510 | 5,680 | 5,860 | 5,860 |
| | | | Wet Ops | 6,120 | 6,250 | 6,340 | 6,440 | 6,580 | 6,780 | 6,990 | 7,200 | 7,420 | 7,420 |
| EA33 | | Airbus 330 | Dry Ops | 6,480 | 6,610 | 6,710 | 6,810 | 6,970 | 7,180 | 7,400 | 7,620 | 7,860 | 7,860 |
| | | | Wet Ops | 8,210 | 8,380 | 8,500 | 8,640 | 8,830 | 9,100 | 9,370 | 9,660 | 9,960 | 9,960 |
| EA34 | | Airbus 340 | Dry Ops | 7,040 | 7,190 | 7,290 | 7,400 | 7,570 | 7,800 | 8,040 | 8,280 | 8,540 | 8,540 |
| | | | Wet Ops | 8,920 | 9,110 | 9,240 | 9,380 | 9,600 | 9,880 | 10,190 | 10,500 | 10,820 | 10,820 |
| F02 | | Aircoupe A-2 | Dry Ops | 2,440 | 2,490 | 2,520 | 2,560 | 2,620 | 2,700 | 2,780 | 2,870 | 2,950 | 2,950 |
| | | | Wet Ops | 3,080 | 3,150 | 3,200 | 3,250 | 3,320 | 3,420 | 3,520 | 3,630 | 3,740 | 3,740 |
| FA24 | C119 | Flying Box Car | Dry Ops | 3,950 | 4,030 | 4,090 | 4,150 | 4,250 | 4,380 | 4,510 | 4,650 | 4,790 | 4,790 |
| | | | Wet Ops | 5,000 | 5,110 | 5,180 | 5,260 | 5,380 | 5,540 | 5,710 | 5,890 | 6,070 | 6,070 |
| FA27 | | Friendship F-27 | Dry Ops | 7,030 | 7,170 | 7,280 | 7,390 | 7,560 | 7,780 | 8,020 | 8,270 | 8,520 | 8,520 |
| | | | Wet Ops | 8,900 | 9,090 | 9,220 | 9,370 | 9,580 | 9,860 | 10,170 | 10,480 | 10,800 | 10,800 |
| FK10 | | Fokker F-27 MK-100 | Dry Ops | 5,910 | 6,040 | 6,130 | 6,220 | 6,360 | 6,550 | 6,750 | 6,960 | 7,170 | 7,170 |
| | | | Wet Ops | 7,490 | 7,650 | 7,760 | 7,880 | 8,060 | 8,300 | 8,560 | 8,820 | 9,090 | 9,090 |
| FK27 | | Friendship F27 MK 500 | Dry Ops | 7,020 | 7,160 | 7,270 | 7,380 | 7,550 | 7,770 | 8,010 | 8,260 | 8,510 | 8,510 |
| | | | Wet Ops | 8,890 | 9,080 | 9,210 | 9,350 | 9,570 | 9,850 | 10,150 | 10,460 | 10,780 | 10,780 |

| AC ID | Military ID | Model Name | Field Elevation | | | | | | | | | | |
|-------|-------------|------------------------|-----------------|---------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| FK28 | | Fellowship F28 MK 100 | Dry Ops | 4,970 | 5,080 | 5,150 | 5,230 | 5,350 | 5,510 | 5,680 | 5,850 | 6,030 | 6,030 |
| | | | Wet Ops | 6,300 | 6,430 | 6,530 | 6,630 | 6,780 | 6,980 | 7,200 | 7,420 | 7,640 | 7,640 |
| FK50 | | Fokker 50 | Dry Ops | 2,950 | 3,010 | 3,060 | 3,100 | 3,170 | 3,270 | 3,370 | 3,470 | 3,580 | 3,580 |
| | | | Wet Ops | 3,740 | 3,820 | 3,870 | 3,930 | 4,020 | 4,140 | 4,270 | 4,400 | 4,530 | 4,530 |
| G134 | OV1 | Mohawk | Dry Ops | 1,590 | 1,620 | 1,640 | 1,670 | 1,710 | 1,760 | 1,810 | 1,870 | 1,930 | 1,930 |
| | | | Wet Ops | 2,010 | 2,050 | 2,080 | 2,120 | 2,160 | 2,230 | 2,300 | 2,370 | 2,440 | 2,440 |
| G159 | VC4 | GAC 159-C Gulfstream I | Dry Ops | 5,150 | 5,250 | 5,330 | 5,410 | 5,540 | 5,700 | 5,880 | 6,060 | 6,240 | 6,240 |
| | | | Wet Ops | 6,520 | 6,660 | 6,760 | 6,860 | 7,020 | 7,230 | 7,450 | 7,680 | 7,910 | 7,910 |
| G164 | | G-164/Turbo Ag-Cat | Dry Ops | 1,690 | 1,720 | 1,750 | 1,770 | 1,810 | 1,870 | 1,930 | 1,980 | 2,050 | 2,050 |
| | | | Wet Ops | 2,140 | 2,180 | 2,210 | 2,250 | 2,300 | 2,370 | 2,440 | 2,510 | 2,590 | 2,590 |
| G2 | VC11 | Gulfstream II | Dry Ops | 5,860 | 5,980 | 6,070 | 6,160 | 6,300 | 6,490 | 6,690 | 6,890 | 7,100 | 7,100 |
| | | | Wet Ops | 7,420 | 7,580 | 7,690 | 7,810 | 7,990 | 8,220 | 8,480 | 8,740 | 9,000 | 9,000 |
| G21 | | Goose/Super Goose | Dry Ops | 5,330 | 5,450 | 5,530 | 5,610 | 5,740 | 5,910 | 6,090 | 6,280 | 6,470 | 6,470 |
| | | | Wet Ops | 6,760 | 6,900 | 7,000 | 7,110 | 7,270 | 7,490 | 7,720 | 7,950 | 8,200 | 8,200 |
| G3 | C20 | Gulfstream III | Dry Ops | 5,950 | 6,080 | 6,160 | 6,260 | 6,400 | 6,590 | 6,800 | 7,000 | 7,220 | 7,220 |
| | | | Wet Ops | 7,540 | 7,700 | 7,810 | 7,930 | 8,110 | 8,350 | 8,610 | 8,870 | 9,150 | 9,150 |
| G4 | | Gulfstream IV | Dry Ops | 6,270 | 6,400 | 6,490 | 6,590 | 6,740 | 6,950 | 7,160 | 7,380 | 7,600 | 7,600 |
| | | | Wet Ops | 7,940 | 8,110 | 8,230 | 8,360 | 8,550 | 8,800 | 9,070 | 9,350 | 9,630 | 9,630 |
| G44 | | Widgeon/Super Widgeon | Dry Ops | 4,210 | 4,300 | 4,360 | 4,430 | 4,530 | 4,670 | 4,810 | 4,960 | 5,110 | 5,110 |
| | | | Wet Ops | 5,340 | 5,450 | 5,530 | 5,610 | 5,740 | 5,910 | 6,090 | 6,280 | 6,470 | 6,470 |
| G64 | U16 | Albatross*** | Dry Ops | 3,740 | 3,820 | 3,880 | 3,940 | 4,030 | 4,150 | 4,280 | 4,410 | 4,540 | 4,540 |
| | | | Wet Ops | 4,740 | 4,840 | 4,910 | 4,990 | 5,100 | 5,260 | 5,420 | 5,580 | 5,750 | 5,750 |
| G73 | | Mallard | Dry Ops | 4,490 | 4,590 | 4,650 | 4,730 | 4,830 | 4,980 | 5,130 | 5,290 | 5,450 | 5,450 |
| | | | Wet Ops | 5,690 | 5,810 | 5,900 | 5,990 | 6,120 | 6,310 | 6,500 | 6,700 | 6,900 | 6,900 |
| G93 | F9* | Cougar G-93 | Dry Ops | 1,290 | 1,320 | 1,340 | 1,360 | 1,390 | 1,430 | 1,480 | 1,520 | 1,570 | 1,570 |
| | | | Wet Ops | 1,640 | 1,670 | 1,700 | 1,720 | 1,760 | 1,820 | 1,870 | 1,930 | 1,990 | 1,990 |
| GA7 | | Cougar GA-7 | Dry Ops | 1,290 | 1,320 | 1,340 | 1,360 | 1,390 | 1,430 | 1,480 | 1,520 | 1,570 | 1,570 |
| | | | Wet Ops | 1,640 | 1,670 | 1,700 | 1,720 | 1,760 | 1,820 | 1,870 | 1,930 | 1,990 | 1,990 |
| GC1 | | Globe Swift | Dry Ops | 2,810 | 2,870 | 2,910 | 2,950 | 3,020 | 3,110 | 3,210 | 3,310 | 3,410 | 3,410 |
| | | | Wet Ops | 3,560 | 3,630 | 3,690 | 3,740 | 3,830 | 3,940 | 4,060 | 4,190 | 4,320 | 4,320 |
| GL8 | | Luscomb | Dry Ops | 1,870 | 1,910 | 1,940 | 1,970 | 2,020 | 2,080 | 2,140 | 2,200 | 2,270 | 2,270 |
| | | | Wet Ops | 2,370 | 2,420 | 2,460 | 2,500 | 2,550 | 2,630 | 2,710 | 2,790 | 2,880 | 2,880 |
| GR09 | | Grob G-109 | Dry Ops | 2,400 | 2,450 | 2,480 | 2,520 | 2,580 | 2,660 | 2,740 | 2,820 | 2,910 | 2,910 |
| | | | Wet Ops | 3,040 | 3,100 | 3,150 | 3,200 | 3,270 | 3,370 | 3,470 | 3,570 | 3,680 | 3,680 |

| AC ID | Military ID | Model Name | Field Elevation | Altitude (ft) | | | | | | | | | |
|-------|-------------|----------------------------|-----------------|---------------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| GR15 | | Grob G-115 | Dry Ops | 3,070 | 3,140 | 3,180 | 3,230 | 3,300 | 3,400 | 3,510 | 3,610 | 3,720 | 3,720 |
| | | | Wet Ops | 3,890 | 3,970 | 4,030 | 4,090 | 4,190 | 4,310 | 4,440 | 4,580 | 4,720 | 4,720 |
| HE25 | | Helio H-250 Mk II | Dry Ops | 1,690 | 1,720 | 1,750 | 1,770 | 1,810 | 1,870 | 1,930 | 1,980 | 2,050 | 2,050 |
| | | | Wet Ops | 2,140 | 2,180 | 2,210 | 2,250 | 2,300 | 2,370 | 2,440 | 2,510 | 2,590 | 2,590 |
| HE29 | U10 | H-295 Super Courier | Dry Ops | 1,690 | 1,720 | 1,750 | 1,770 | 1,810 | 1,870 | 1,930 | 1,980 | 2,050 | 2,050 |
| | | | Wet Ops | 2,140 | 2,180 | 2,210 | 2,250 | 2,300 | 2,370 | 2,440 | 2,510 | 2,590 | 2,590 |
| HE35 | | H-395 Super Courier | Dry Ops | 680 | 690 | 700 | 710 | 730 | 750 | 770 | 800 | 820 | 820 |
| | | | Wet Ops | 860 | 880 | 890 | 900 | 920 | 950 | 980 | 1,010 | 1,040 | 1,040 |
| HE39 | | H-391 Courier | Dry Ops | 1,090 | 1,110 | 1,130 | 1,140 | 1,170 | 1,210 | 1,240 | 1,280 | 1,320 | 1,320 |
| | | | Wet Ops | 1,380 | 1,410 | 1,430 | 1,450 | 1,480 | 1,530 | 1,570 | 1,620 | 1,670 | 1,670 |
| HE55 | AU24 | H-550/A Stallion | Dry Ops | 950 | 970 | 980 | 1,000 | 1,020 | 1,050 | 1,080 | 1,110 | 1,150 | 1,150 |
| | | | Wet Ops | 1,200 | 1,220 | 1,240 | 1,260 | 1,290 | 1,330 | 1,370 | 1,410 | 1,450 | 1,450 |
| HE58 | | H-580 Courier | Dry Ops | 1,180 | 1,210 | 1,220 | 1,240 | 1,270 | 1,310 | 1,350 | 1,390 | 1,430 | 1,430 |
| | | | Wet Ops | 1,500 | 1,530 | 1,550 | 1,570 | 1,610 | 1,660 | 1,710 | 1,760 | 1,820 | 1,820 |
| HE63 | | H-634 Twin Courier | Dry Ops | 1,230 | 1,250 | 1,270 | 1,290 | 1,320 | 1,360 | 1,400 | 1,450 | 1,490 | 1,490 |
| | | | Wet Ops | 1,560 | 1,590 | 1,610 | 1,640 | 1,670 | 1,720 | 1,780 | 1,830 | 1,890 | 1,890 |
| HF32 | | HFB-320 Hansaj Turbojet | Dry Ops | 8,290 | 8,460 | 8,580 | 8,720 | 8,920 | 9,180 | 9,460 | 9,750 | 10,050 | 10,050 |
| | | | Wet Ops | 10,500 | 10,720 | 10,880 | 11,050 | 11,300 | 11,630 | 11,990 | 12,360 | 12,740 | 12,740 |
| HP13 | | Jetstream HP-137 MK - 1 | Dry Ops | 4,260 | 4,350 | 4,410 | 4,480 | 4,580 | 4,720 | 4,860 | 5,010 | 5,160 | 5,160 |
| | | | Wet Ops | 5,400 | 5,510 | 5,590 | 5,680 | 5,810 | 5,980 | 6,160 | 6,350 | 6,540 | 6,540 |
| HS21 | | Trident 3-B | Dry Ops | 6,630 | 6,770 | 6,870 | 6,980 | 7,140 | 7,350 | 7,570 | 7,810 | 8,050 | 8,050 |
| | | | Wet Ops | 8,410 | 8,580 | 8,710 | 8,840 | 9,040 | 9,310 | 9,600 | 9,890 | 10,200 | 10,200 |
| HS25 | | BAe 125-800A | Dry Ops | 5,170 | 5,270 | 5,350 | 5,430 | 5,560 | 5,720 | 5,900 | 6,080 | 6,260 | 6,260 |
| | | | Wet Ops | 6,550 | 6,680 | 6,780 | 6,890 | 7,040 | 7,250 | 7,470 | 7,700 | 7,940 | 7,940 |
| HS74 | | BAe-ATP | Dry Ops | 4,160 | 4,240 | 4,300 | 4,370 | 4,470 | 4,600 | 4,740 | 4,890 | 5,040 | 5,040 |
| | | | Wet Ops | 5,270 | 5,380 | 5,450 | 5,540 | 5,670 | 5,830 | 6,010 | 6,200 | 6,390 | 6,390 |
| HXA_ | | Home built less than 100kt | Dry Ops | 940 | 960 | 970 | 990 | 1,010 | 1,040 | 1,070 | 1,100 | 1,140 | 1,140 |
| | | | Wet Ops | 1,190 | 1,210 | 1,230 | 1,250 | 1,280 | 1,320 | 1,360 | 1,400 | 1,440 | 1,440 |
| HXB_ | | Home built 100 to 200 kt | Dry Ops | 1,290 | 1,320 | 1,340 | 1,360 | 1,390 | 1,430 | 1,480 | 1,520 | 1,570 | 1,570 |
| | | | Wet Ops | 1,640 | 1,670 | 1,700 | 1,720 | 1,760 | 1,820 | 1,870 | 1,930 | 1,990 | 1,990 |
| HXC_ | | Home built greater 200kt | Dry Ops | 2,250 | 2,300 | 2,330 | 2,360 | 2,420 | 2,490 | 2,570 | 2,650 | 2,730 | 2,730 |
| | | | Wet Ops | 2,850 | 2,910 | 2,950 | 3,000 | 3,060 | 3,160 | 3,250 | 3,350 | 3,450 | 3,450 |
| IL62 | | IL-62 | Dry Ops | 9,560 | 9,760 | 9,900 | 10,050 | 10,280 | 10,590 | 10,910 | 11,250 | 11,590 | 11,590 |
| | | | Wet Ops | 12,110 | 12,360 | 12,550 | 12,740 | 13,030 | 13,420 | 13,830 | 14,250 | 14,690 | 14,690 |

| AC ID | Military ID | Model Name | Field Elevation | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
|-------|-------------|----------------------------|-----------------|---------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| IL76 | | IL-76 | Dry Ops | 10,110 | 10,320 | 10,470 | 10,630 | 10,870 | 11,200 | 11,540 | 11,890 | 12,260 | 12,260 |
| | | | Wet Ops | 12,810 | 13,080 | 13,270 | 13,470 | 13,780 | 14,190 | 14,620 | 15,070 | 15,530 | 15,530 |
| L101 | | L-1011-500 | Dry Ops | 7,610 | 7,770 | 7,890 | 8,010 | 8,190 | 8,440 | 8,700 | 8,960 | 9,240 | 9,240 |
| | | | Wet Ops | 9,650 | 9,850 | 10,000 | 10,150 | 10,380 | 10,690 | 11,020 | 11,360 | 11,700 | 11,700 |
| L164 | | Starliner | Dry Ops | 6,740 | 6,880 | 6,980 | 7,090 | 7,250 | 7,460 | 7,690 | 7,930 | 8,170 | 8,170 |
| | | | Wet Ops | 8,540 | 8,720 | 8,840 | 8,980 | 9,180 | 9,460 | 9,750 | 10,050 | 10,350 | 10,350 |
| L18 | | Lockheed Lodestar | Dry Ops | 6,550 | 6,690 | 6,780 | 6,890 | 7,050 | 7,260 | 7,480 | 7,710 | 7,940 | 7,940 |
| | | | Wet Ops | 8,300 | 8,470 | 8,600 | 8,730 | 8,930 | 9,190 | 9,480 | 9,770 | 10,070 | 10,070 |
| L188 | P3 | Electra 188A 185/285 Orion | Dry Ops | 5,500 | 5,620 | 5,700 | 5,790 | 5,920 | 6,100 | 6,280 | 6,470 | 6,670 | 6,670 |
| | | | Wet Ops | 6,970 | 7,120 | 7,220 | 7,330 | 7,500 | 7,720 | 7,960 | 8,210 | 8,460 | 8,460 |
| L295 | | Model 1329-5 Jetstar II | Dry Ops | 7,710 | 7,870 | 7,990 | 8,110 | 8,290 | 8,540 | 8,800 | 9,070 | 9,350 | 9,350 |
| | | | Wet Ops | 9,770 | 9,970 | 10,120 | 10,280 | 10,510 | 10,820 | 11,150 | 11,500 | 11,850 | 11,850 |
| L329 | C140 | Lockheed Jetstar 1329 | Dry Ops | 6,160 | 6,290 | 6,380 | 6,480 | 6,620 | 6,820 | 7,030 | 7,250 | 7,470 | 7,470 |
| | | | Wet Ops | 7,800 | 7,970 | 8,080 | 8,210 | 8,390 | 8,640 | 8,910 | 9,180 | 9,460 | 9,460 |
| L382 | C130 | Hercules L382G | Dry Ops | 5,450 | 5,560 | 5,640 | 5,730 | 5,860 | 6,030 | 6,220 | 6,410 | 6,600 | 6,600 |
| | | | Wet Ops | 6,900 | 7,050 | 7,150 | 7,260 | 7,420 | 7,650 | 7,880 | 8,120 | 8,370 | 8,370 |
| L49 | | Super Constellation | Dry Ops | 4,190 | 4,280 | 4,340 | 4,410 | 4,510 | 4,650 | 4,790 | 4,930 | 5,090 | 5,090 |
| | | | Wet Ops | 5,310 | 5,420 | 5,500 | 5,590 | 5,720 | 5,890 | 6,070 | 6,250 | 6,440 | 6,440 |
| L649 | | Constellation 649 | Dry Ops | 5,050 | 5,160 | 5,230 | 5,320 | 5,440 | 5,600 | 5,770 | 5,950 | 6,130 | 6,130 |
| | | | Wet Ops | 6,400 | 6,540 | 6,630 | 6,740 | 6,890 | 7,090 | 7,310 | 7,540 | 7,770 | 7,770 |
| L749 | | Constellation 749 | Dry Ops | 5,240 | 5,350 | 5,430 | 5,510 | 5,640 | 5,810 | 5,980 | 6,170 | 6,360 | 6,360 |
| | | | Wet Ops | 6,640 | 6,780 | 6,880 | 6,990 | 7,140 | 7,360 | 7,580 | 7,810 | 8,050 | 8,050 |
| LA04 | | LA-4/A/B | Dry Ops | 2,640 | 2,700 | 2,740 | 2,780 | 2,840 | 2,930 | 3,020 | 3,110 | 3,200 | 3,200 |
| | | | Wet Ops | 3,350 | 3,420 | 3,470 | 3,520 | 3,600 | 3,710 | 3,820 | 3,940 | 4,060 | 4,060 |
| LA25 | | LA-250 Renegade/SeaFury | Dry Ops | 2,640 | 2,700 | 2,740 | 2,780 | 2,840 | 2,930 | 3,020 | 3,110 | 3,200 | 3,200 |
| | | | Wet Ops | 3,350 | 3,420 | 3,470 | 3,520 | 3,600 | 3,710 | 3,820 | 3,940 | 4,060 | 4,060 |
| LA2T | | LA-250 Turbo *** | Dry Ops | 2,640 | 2,700 | 2,740 | 2,780 | 2,840 | 2,930 | 3,020 | 3,110 | 3,200 | 3,200 |
| | | | Wet Ops | 3,350 | 3,420 | 3,470 | 3,520 | 3,600 | 3,710 | 3,820 | 3,940 | 4,060 | 4,060 |
| LA42 | | LA-4-200 Buccaneer*** | Dry Ops | 1,450 | 1,480 | 1,510 | 1,530 | 1,560 | 1,610 | 1,660 | 1,710 | 1,760 | 1,760 |
| | | | Wet Ops | 1,840 | 1,880 | 1,910 | 1,940 | 1,980 | 2,040 | 2,100 | 2,170 | 2,230 | 2,230 |
| LARK | | Aero Commander Lark | Dry Ops | 1,910 | 1,950 | 1,980 | 2,010 | 2,060 | 2,120 | 2,180 | 2,250 | 2,320 | 2,320 |
| | | | Wet Ops | 2,420 | 2,470 | 2,510 | 2,550 | 2,610 | 2,680 | 2,760 | 2,850 | 2,940 | 2,940 |
| LR23 | | Learjet 23 | Dry Ops | 6,180 | 6,300 | 6,400 | 6,500 | 6,640 | 6,840 | 7,050 | 7,270 | 7,490 | 7,490 |
| | | | Wet Ops | 7,820 | 7,990 | 8,110 | 8,230 | 8,420 | 8,670 | 8,940 | 9,210 | 9,490 | 9,490 |

APPENDIX 1. LAHSO AIRCRAFT DATA

4/11/97

| AC ID | Military ID | Model Name | Field Elevation | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
|-------|-------------|--------------------------|-----------------|---------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| LR24 | | Learjet 24 | Dry Ops | 5,050 | 5,160 | 5,230 | 5,320 | 5,440 | 5,600 | 5,770 | 5,950 | 6,130 | 6,130 |
| | | | Wet Ops | 6,400 | 6,540 | 6,630 | 6,740 | 6,890 | 7,090 | 7,310 | 7,540 | 7,770 | 7,770 |
| LR25 | | Learjet 25 | Dry Ops | 6,740 | 6,880 | 6,980 | 7,090 | 7,250 | 7,460 | 7,690 | 7,930 | 8,170 | 8,170 |
| | | | Wet Ops | 8,540 | 8,720 | 8,840 | 8,980 | 9,180 | 9,460 | 9,750 | 10,050 | 10,350 | 10,350 |
| LR28 | | Learjet 28 | Dry Ops | 5,240 | 5,350 | 5,430 | 5,510 | 5,640 | 5,810 | 5,980 | 6,170 | 6,360 | 6,360 |
| | | | Wet Ops | 6,640 | 6,780 | 6,880 | 6,990 | 7,140 | 7,360 | 7,580 | 7,810 | 8,050 | 8,050 |
| LR29 | | Learjet 29 | Dry Ops | 5,240 | 5,350 | 5,430 | 5,510 | 5,640 | 5,810 | 5,980 | 6,170 | 6,360 | 6,360 |
| | | | Wet Ops | 6,640 | 6,780 | 6,880 | 6,990 | 7,140 | 7,360 | 7,580 | 7,810 | 8,050 | 8,050 |
| LR31 | | Learjet 31 | Dry Ops | 5,610 | 5,730 | 5,820 | 5,910 | 6,040 | 6,220 | 6,410 | 6,610 | 6,810 | 6,810 |
| | | | Wet Ops | 7,110 | 7,260 | 7,370 | 7,480 | 7,650 | 7,880 | 8,120 | 8,370 | 8,630 | 8,630 |
| LR35 | | Learjet 35 | Dry Ops | 7,110 | 7,260 | 7,370 | 7,480 | 7,650 | 7,880 | 8,120 | 8,370 | 8,620 | 8,620 |
| | | | Wet Ops | 9,010 | 9,200 | 9,330 | 9,480 | 9,690 | 9,980 | 10,290 | 10,600 | 10,930 | 10,930 |
| LR36 | | Learjet 36 | Dry Ops | 7,110 | 7,260 | 7,370 | 7,480 | 7,650 | 7,880 | 8,120 | 8,370 | 8,620 | 8,620 |
| | | | Wet Ops | 9,010 | 9,200 | 9,330 | 9,480 | 9,690 | 9,980 | 10,290 | 10,600 | 10,930 | 10,930 |
| LR55 | | Learjet 55 | Dry Ops | 6,080 | 6,210 | 6,300 | 6,400 | 6,540 | 6,740 | 6,940 | 7,160 | 7,380 | 7,380 |
| | | | Wet Ops | 7,710 | 7,870 | 7,980 | 8,110 | 8,290 | 8,540 | 8,800 | 9,070 | 9,350 | 9,350 |
| LR60 | | Learjet 60 | Dry Ops | 8,180 | 8,350 | 8,470 | 8,600 | 8,800 | 9,060 | 9,340 | 9,620 | 9,920 | 9,920 |
| | | | Wet Ops | 10,360 | 10,580 | 10,730 | 10,900 | 11,150 | 11,480 | 11,830 | 12,190 | 12,570 | 12,570 |
| M260 | | Marchetti SF-260TP | Dry Ops | 3,270 | 3,340 | 3,390 | 3,440 | 3,520 | 3,630 | 3,740 | 3,850 | 3,970 | 3,970 |
| | | | Wet Ops | 4,150 | 4,240 | 4,300 | 4,360 | 4,460 | 4,600 | 4,740 | 4,880 | 5,030 | 5,030 |
| M404 | | Martin 404 | Dry Ops | 3,280 | 3,350 | 3,390 | 3,450 | 3,530 | 3,630 | 3,740 | 3,860 | 3,970 | 3,970 |
| | | | Wet Ops | 4,150 | 4,240 | 4,300 | 4,370 | 4,470 | 4,600 | 4,740 | 4,890 | 5,030 | 5,030 |
| MD11 | | MD-11 | Dry Ops | 8,290 | 8,460 | 8,590 | 8,720 | 8,920 | 9,180 | 9,470 | 9,760 | 10,050 | 10,050 |
| | | | Wet Ops | 10,510 | 10,730 | 10,880 | 11,050 | 11,300 | 11,640 | 12,000 | 12,360 | 12,740 | 12,740 |
| MD8 | | DC-9 Super/MD-80 Series | Dry Ops | 6,160 | 6,290 | 6,380 | 6,480 | 6,630 | 6,830 | 7,040 | 7,250 | 7,470 | 7,470 |
| | | | Wet Ops | 7,810 | 7,970 | 8,090 | 8,210 | 8,400 | 8,650 | 8,920 | 9,190 | 9,470 | 9,470 |
| MD90 | | Douglas MD-90 | Dry Ops | 5,880 | 6,010 | 6,090 | 6,190 | 6,330 | 6,520 | 6,720 | 6,920 | 7,140 | 7,140 |
| | | | Wet Ops | 7,460 | 7,610 | 7,720 | 7,840 | 8,020 | 8,260 | 8,510 | 8,770 | 9,040 | 9,040 |
| ML4 | | Maule Strata Rocket | Dry Ops | 1,130 | 1,150 | 1,170 | 1,180 | 1,210 | 1,250 | 1,290 | 1,320 | 1,360 | 1,360 |
| | | | Wet Ops | 1,430 | 1,460 | 1,480 | 1,500 | 1,530 | 1,580 | 1,630 | 1,680 | 1,730 | 1,730 |
| ML5 | | M-5 180C/200/235C Lunar- | Dry Ops | 940 | 960 | 970 | 990 | 1,010 | 1,040 | 1,070 | 1,100 | 1,140 | 1,140 |
| | | | Wet Ops | 1,190 | 1,210 | 1,230 | 1,250 | 1,280 | 1,320 | 1,360 | 1,400 | 1,440 | 1,440 |
| ML6 | | M-6 235 Super-Rocket | Dry Ops | 1,130 | 1,150 | 1,170 | 1,180 | 1,210 | 1,250 | 1,290 | 1,320 | 1,360 | 1,360 |
| | | | Wet Ops | 1,430 | 1,460 | 1,480 | 1,500 | 1,530 | 1,580 | 1,630 | 1,680 | 1,730 | 1,730 |

| AC ID | Military ID | Model Name | Field Elevation | | | | | | | | | | |
|-------|-------------|--------------------------|-----------------|---------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| MO10 | | Mooney M-10 Cadet | Dry Ops | 1,000 | 1,020 | 1,030 | 1,050 | 1,070 | 1,100 | 1,140 | 1,170 | 1,210 | 1,210 |
| | | | Wet Ops | 1,260 | 1,290 | 1,310 | 1,330 | 1,360 | 1,400 | 1,440 | 1,480 | 1,530 | 1,530 |
| MO18 | | M-18 Mooney Mite | Dry Ops | 920 | 940 | 950 | 970 | 990 | 1,020 | 1,050 | 1,080 | 1,120 | 1,120 |
| | | | Wet Ops | 1,170 | 1,190 | 1,210 | 1,230 | 1,250 | 1,290 | 1,330 | 1,370 | 1,410 | 1,410 |
| MO20 | | Mooney MK 20 | Dry Ops | 3,740 | 3,820 | 3,880 | 3,940 | 4,030 | 4,150 | 4,280 | 4,410 | 4,540 | 4,540 |
| | | | Wet Ops | 4,740 | 4,840 | 4,910 | 4,990 | 5,100 | 5,260 | 5,420 | 5,580 | 5,750 | 5,750 |
| MO21 | | Mooney Mk 21 Ranger | Dry Ops | 2,900 | 2,960 | 3,010 | 3,050 | 3,120 | 3,220 | 3,310 | 3,420 | 3,520 | 3,520 |
| | | | Wet Ops | 3,680 | 3,750 | 3,810 | 3,870 | 3,960 | 4,070 | 4,200 | 4,330 | 4,460 | 4,460 |
| MO22 | | Mooney Mk 22 | Dry Ops | 2,900 | 2,960 | 3,000 | 3,050 | 3,120 | 3,210 | 3,310 | 3,410 | 3,520 | 3,520 |
| | | | Wet Ops | 3,680 | 3,750 | 3,810 | 3,870 | 3,950 | 4,070 | 4,200 | 4,320 | 4,460 | 4,460 |
| MO2J | | Mooney 201 | Dry Ops | 3,900 | 3,980 | 4,040 | 4,110 | 4,200 | 4,320 | 4,460 | 4,590 | 4,730 | 4,730 |
| | | | Wet Ops | 4,950 | 5,050 | 5,120 | 5,200 | 5,320 | 5,480 | 5,650 | 5,820 | 6,000 | 6,000 |
| MO2K | | Mooney 252 | Dry Ops | 4,320 | 4,410 | 4,480 | 4,550 | 4,650 | 4,790 | 4,940 | 5,090 | 5,240 | 5,240 |
| | | | Wet Ops | 5,480 | 5,590 | 5,680 | 5,760 | 5,890 | 6,070 | 6,260 | 6,450 | 6,640 | 6,640 |
| MU2 | | Mitsubishi MU-2 | Dry Ops | 4,490 | 4,590 | 4,650 | 4,730 | 4,830 | 4,980 | 5,130 | 5,290 | 5,450 | 5,450 |
| | | | Wet Ops | 5,690 | 5,810 | 5,900 | 5,990 | 6,120 | 6,310 | 6,500 | 6,700 | 6,900 | 6,900 |
| MU24 | | MU-2B-36 | Dry Ops | 7,480 | 7,640 | 7,750 | 7,870 | 8,050 | 8,290 | 8,550 | 8,810 | 9,080 | 9,080 |
| | | | Wet Ops | 9,480 | 9,680 | 9,830 | 9,980 | 10,200 | 10,510 | 10,830 | 11,160 | 11,500 | 11,500 |
| MU26 | | MU-2B-60 Marquise | Dry Ops | 5,520 | 5,640 | 5,720 | 5,810 | 5,940 | 6,120 | 6,300 | 6,500 | 6,700 | 6,700 |
| | | | Wet Ops | 7,000 | 7,140 | 7,250 | 7,360 | 7,530 | 7,750 | 7,990 | 8,230 | 8,480 | 8,480 |
| MU3 | | Mitsubishi Diamond I/300 | Dry Ops | 5,240 | 5,350 | 5,430 | 5,510 | 5,640 | 5,810 | 5,980 | 6,170 | 6,360 | 6,360 |
| | | | Wet Ops | 6,640 | 6,780 | 6,880 | 6,990 | 7,140 | 7,360 | 7,580 | 7,810 | 8,050 | 8,050 |
| N145 | | Navion | Dry Ops | 2,440 | 2,490 | 2,520 | 2,560 | 2,620 | 2,700 | 2,780 | 2,870 | 2,950 | 2,950 |
| | | | Wet Ops | 3,080 | 3,150 | 3,200 | 3,250 | 3,320 | 3,420 | 3,520 | 3,630 | 3,740 | 3,740 |
| N265 | T39 | Sabreliner - 65 | Dry Ops | 6,490 | 6,630 | 6,730 | 6,830 | 6,990 | 7,190 | 7,410 | 7,640 | 7,880 | 7,880 |
| | | | Wet Ops | 8,230 | 8,400 | 8,520 | 8,660 | 8,850 | 9,120 | 9,400 | 9,680 | 9,980 | 9,980 |
| N6 | T6 | Texan | Dry Ops | 2,440 | 2,490 | 2,520 | 2,560 | 2,620 | 2,700 | 2,780 | 2,870 | 2,950 | 2,950 |
| | | | Wet Ops | 3,080 | 3,150 | 3,200 | 3,250 | 3,320 | 3,420 | 3,520 | 3,630 | 3,740 | 3,740 |
| NA1 | | Rangemaster | Dry Ops | 2,150 | 2,200 | 2,230 | 2,270 | 2,320 | 2,390 | 2,460 | 2,540 | 2,610 | 2,610 |
| | | | Wet Ops | 2,730 | 2,790 | 2,830 | 2,870 | 2,940 | 3,020 | 3,120 | 3,210 | 3,310 | 3,310 |
| NA16 | | Twin - Navion | Dry Ops | 1,130 | 1,150 | 1,170 | 1,180 | 1,210 | 1,250 | 1,290 | 1,320 | 1,360 | 1,360 |
| | | | Wet Ops | 1,430 | 1,460 | 1,480 | 1,500 | 1,530 | 1,580 | 1,630 | 1,680 | 1,730 | 1,730 |
| NW2 | | Israel Westwind | Dry Ops | 7,480 | 7,640 | 7,750 | 7,870 | 8,050 | 8,290 | 8,550 | 8,810 | 9,080 | 9,080 |
| | | | Wet Ops | 9,480 | 9,680 | 9,830 | 9,980 | 10,200 | 10,510 | 10,830 | 11,160 | 11,500 | 11,500 |

| AC ID | Military ID | Model Name | Field Elevation | Field Elevation | | | | | | | | | |
|-------|-------------|---------------------------|-----------------|-----------------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| P808 | | Vespa Jet PD-808 | Dry Ops | 7,110 | 7,260 | 7,370 | 7,480 | 7,650 | 7,880 | 8,120 | 8,370 | 8,620 | 8,620 |
| | | | Wet Ops | 9,010 | 9,200 | 9,330 | 9,480 | 9,690 | 9,980 | 10,290 | 10,600 | 10,930 | 10,930 |
| PA11 | | Cub Special | Dry Ops | 550 | 560 | 570 | 570 | 590 | 600 | 620 | 640 | 660 | 660 |
| | | | Wet Ops | 690 | 710 | 720 | 730 | 740 | 770 | 790 | 810 | 840 | 840 |
| PA12 | | Super Cruiser | Dry Ops | 900 | 920 | 930 | 950 | 970 | 1,000 | 1,030 | 1,060 | 1,090 | 1,090 |
| | | | Wet Ops | 1,140 | 1,170 | 1,180 | 1,200 | 1,230 | 1,260 | 1,300 | 1,340 | 1,380 | 1,380 |
| PA14 | | Family Cruiser | Dry Ops | 940 | 960 | 970 | 990 | 1,010 | 1,040 | 1,070 | 1,100 | 1,140 | 1,140 |
| | | | Wet Ops | 1,190 | 1,210 | 1,230 | 1,250 | 1,280 | 1,320 | 1,360 | 1,400 | 1,440 | 1,440 |
| PA15 | | Vagabond Trainer | Dry Ops | 880 | 900 | 910 | 930 | 950 | 980 | 1,010 | 1,040 | 1,070 | 1,070 |
| | | | Wet Ops | 1,120 | 1,140 | 1,160 | 1,180 | 1,200 | 1,240 | 1,280 | 1,320 | 1,360 | 1,360 |
| PA16 | | Clipper | Dry Ops | 1,270 | 1,290 | 1,310 | 1,330 | 1,360 | 1,400 | 1,450 | 1,490 | 1,540 | 1,540 |
| | | | Wet Ops | 1,600 | 1,640 | 1,660 | 1,690 | 1,730 | 1,780 | 1,830 | 1,890 | 1,940 | 1,940 |
| PA17 | | Vagabond | Dry Ops | 910 | 920 | 940 | 950 | 970 | 1,000 | 1,030 | 1,060 | 1,100 | 1,100 |
| | | | Wet Ops | 1,150 | 1,170 | 1,190 | 1,210 | 1,230 | 1,270 | 1,310 | 1,350 | 1,390 | 1,390 |
| PA18 | U7 | Super_Cub | Dry Ops | 660 | 670 | 680 | 690 | 710 | 730 | 750 | 770 | 800 | 800 |
| | | | Wet Ops | 830 | 850 | 860 | 880 | 900 | 920 | 950 | 980 | 1,010 | 1,010 |
| PA2 | | Cub Trainer | Dry Ops | 310 | 320 | 330 | 330 | 340 | 350 | 360 | 370 | 380 | 380 |
| | | | Wet Ops | 400 | 410 | 410 | 420 | 430 | 440 | 450 | 470 | 480 | 480 |
| PA20 | | Pacer | Dry Ops | 850 | 860 | 880 | 890 | 910 | 940 | 960 | 990 | 1,020 | 1,020 |
| | | | Wet Ops | 1,070 | 1,090 | 1,110 | 1,130 | 1,150 | 1,190 | 1,220 | 1,260 | 1,300 | 1,300 |
| PA22 | | Piper Colt (PA-22-108) | Dry Ops | 990 | 1,010 | 1,020 | 1,040 | 1,060 | 1,090 | 1,130 | 1,160 | 1,190 | 1,190 |
| | | | Wet Ops | 1,250 | 1,270 | 1,290 | 1,310 | 1,340 | 1,380 | 1,420 | 1,470 | 1,510 | 1,510 |
| PA23 | | Apache (PA-23-250) | Dry Ops | 1,410 | 1,440 | 1,460 | 1,480 | 1,510 | 1,560 | 1,610 | 1,650 | 1,710 | 1,710 |
| | | | Wet Ops | 1,780 | 1,820 | 1,850 | 1,870 | 1,920 | 1,970 | 2,030 | 2,100 | 2,160 | 2,160 |
| PA24 | | Comanche | Dry Ops | 1,810 | 1,850 | 1,870 | 1,900 | 1,950 | 2,000 | 2,060 | 2,130 | 2,190 | 2,190 |
| | | | Wet Ops | 2,290 | 2,340 | 2,370 | 2,410 | 2,460 | 2,540 | 2,620 | 2,700 | 2,780 | 2,780 |
| PA25 | | Pawnee | Dry Ops | 830 | 840 | 860 | 870 | 890 | 920 | 940 | 970 | 1,000 | 1,000 |
| | | | Wet Ops | 1,050 | 1,070 | 1,080 | 1,100 | 1,130 | 1,160 | 1,190 | 1,230 | 1,270 | 1,270 |
| PA28 | T35 | Cherokee Archer Dakota/W | Dry Ops | 3,220 | 3,290 | 3,340 | 3,390 | 3,460 | 3,570 | 3,680 | 3,790 | 3,910 | 3,910 |
| | | | Wet Ops | 4,080 | 4,170 | 4,230 | 4,290 | 4,390 | 4,520 | 4,660 | 4,800 | 4,950 | 4,950 |
| PA30 | | Piper PA-30 Twin Comanch | Dry Ops | 1,310 | 1,340 | 1,360 | 1,380 | 1,410 | 1,450 | 1,500 | 1,540 | 1,590 | 1,590 |
| | | | Wet Ops | 1,660 | 1,700 | 1,720 | 1,750 | 1,790 | 1,840 | 1,900 | 1,960 | 2,020 | 2,020 |
| PA31 | | Chieftan Mohave Navajo T- | Dry Ops | 4,320 | 4,410 | 4,480 | 4,550 | 4,650 | 4,790 | 4,940 | 5,090 | 5,240 | 5,240 |
| | | | Wet Ops | 5,480 | 5,590 | 5,680 | 5,760 | 5,890 | 6,070 | 6,260 | 6,450 | 6,640 | 6,640 |

| AC ID | Military ID | Model Name | Field Elevation | Flight Level | | | | | | | | | |
|-------|-------------|----------------------------|-----------------|--------------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| PA32 | | Cherokee Six Lance Saratog | Dry Ops | 3,240 | 3,310 | 3,360 | 3,410 | 3,480 | 3,590 | 3,700 | 3,810 | 3,930 | 3,930 |
| | | | Wet Ops | 4,100 | 4,190 | 4,250 | 4,320 | 4,420 | 4,550 | 4,690 | 4,830 | 4,980 | 4,980 |
| PA34 | | Piper Seneca PA-34 | Dry Ops | 4,870 | 4,970 | 5,040 | 5,120 | 5,240 | 5,390 | 5,560 | 5,730 | 5,900 | 5,900 |
| | | | Wet Ops | 6,170 | 6,300 | 6,390 | 6,490 | 6,630 | 6,830 | 7,040 | 7,260 | 7,480 | 7,480 |
| PA36 | | Piper PA-36 Pawnee (Ag) | Dry Ops | 940 | 960 | 970 | 990 | 1,010 | 1,040 | 1,070 | 1,100 | 1,140 | 1,140 |
| | | | Wet Ops | 1,190 | 1,210 | 1,230 | 1,250 | 1,280 | 1,320 | 1,360 | 1,400 | 1,440 | 1,440 |
| PA38 | | Piper Tomahawk | Dry Ops | 2,880 | 2,940 | 2,990 | 3,030 | 3,100 | 3,190 | 3,290 | 3,390 | 3,500 | 3,500 |
| | | | Wet Ops | 3,650 | 3,730 | 3,790 | 3,840 | 3,930 | 4,050 | 4,170 | 4,300 | 4,430 | 4,430 |
| PA41 | | Piper Cheyenne I | Dry Ops | 4,590 | 4,680 | 4,750 | 4,820 | 4,930 | 5,080 | 5,240 | 5,400 | 5,560 | 5,560 |
| | | | Wet Ops | 5,810 | 5,930 | 6,020 | 6,110 | 6,250 | 6,440 | 6,640 | 6,840 | 7,050 | 7,050 |
| PA42 | | Cheyenne III/IV 400LS | Dry Ops | 4,270 | 4,360 | 4,420 | 4,490 | 4,590 | 4,730 | 4,870 | 5,020 | 5,180 | 5,180 |
| | | | Wet Ops | 5,410 | 5,520 | 5,600 | 5,690 | 5,820 | 5,990 | 6,170 | 6,360 | 6,560 | 6,560 |
| PA44 | | Piper PA-44 Seminole | Dry Ops | 2,620 | 2,680 | 2,720 | 2,760 | 2,820 | 2,900 | 2,990 | 3,090 | 3,180 | 3,180 |
| | | | Wet Ops | 3,320 | 3,390 | 3,440 | 3,490 | 3,570 | 3,680 | 3,790 | 3,910 | 4,030 | 4,030 |
| PA46 | | Piper PA-46 Malibu | Dry Ops | 3,350 | 3,420 | 3,470 | 3,530 | 3,610 | 3,710 | 3,830 | 3,940 | 4,060 | 4,060 |
| | | | Wet Ops | 4,250 | 4,340 | 4,400 | 4,470 | 4,570 | 4,700 | 4,850 | 5,000 | 5,150 | 5,150 |
| PA5 | | Piper Cruiser | Dry Ops | 640 | 650 | 660 | 670 | 690 | 710 | 730 | 750 | 780 | 780 |
| | | | Wet Ops | 810 | 830 | 840 | 850 | 870 | 900 | 920 | 950 | 980 | 980 |
| PA60 | | Aero Star 600/700 | Dry Ops | 3,440 | 3,520 | 3,570 | 3,620 | 3,710 | 3,820 | 3,930 | 4,050 | 4,180 | 4,180 |
| | | | Wet Ops | 4,360 | 4,460 | 4,520 | 4,590 | 4,700 | 4,840 | 4,980 | 5,140 | 5,290 | 5,290 |
| PARO | | Cherokee Arrow IV | Dry Ops | 2,850 | 2,910 | 2,950 | 2,990 | 3,060 | 3,150 | 3,250 | 3,350 | 3,450 | 3,450 |
| | | | Wet Ops | 3,610 | 3,680 | 3,740 | 3,790 | 3,880 | 4,000 | 4,120 | 4,240 | 4,370 | 4,370 |
| PAT4 | | T-1040 | Dry Ops | 4,940 | 5,040 | 5,120 | 5,200 | 5,320 | 5,470 | 5,640 | 5,810 | 5,990 | 5,990 |
| | | | Wet Ops | 6,260 | 6,390 | 6,490 | 6,590 | 6,740 | 6,940 | 7,150 | 7,370 | 7,590 | 7,590 |
| PAYE | | Cheyenne II | Dry Ops | 4,590 | 4,680 | 4,750 | 4,820 | 4,930 | 5,080 | 5,240 | 5,400 | 5,560 | 5,560 |
| | | | Wet Ops | 5,810 | 5,930 | 6,020 | 6,110 | 6,250 | 6,440 | 6,640 | 6,840 | 7,050 | 7,050 |
| PAZT | U11 | Piper PA-23-250 Aztec | Dry Ops | 2,980 | 3,040 | 3,080 | 3,130 | 3,200 | 3,300 | 3,400 | 3,500 | 3,610 | 3,610 |
| | | | Wet Ops | 3,770 | 3,850 | 3,910 | 3,970 | 4,060 | 4,180 | 4,310 | 4,440 | 4,570 | 4,570 |
| PL6 | AV23 | Pilatus Peacemaker | Dry Ops | 1,570 | 1,610 | 1,630 | 1,660 | 1,690 | 1,740 | 1,800 | 1,850 | 1,910 | 1,910 |
| | | | Wet Ops | 1,990 | 2,040 | 2,070 | 2,100 | 2,150 | 2,210 | 2,280 | 2,350 | 2,420 | 2,420 |
| PL6A | | PC-6A/B Turbo Porter | Dry Ops | 1,320 | 1,350 | 1,370 | 1,390 | 1,420 | 1,460 | 1,510 | 1,560 | 1,600 | 1,600 |
| | | | Wet Ops | 1,670 | 1,710 | 1,740 | 1,760 | 1,800 | 1,860 | 1,910 | 1,970 | 2,030 | 2,030 |
| PL7 | | Pilatus PC-7 | Dry Ops | 960 | 980 | 990 | 1,010 | 1,030 | 1,060 | 1,090 | 1,130 | 1,160 | 1,160 |
| | | | Wet Ops | 1,210 | 1,240 | 1,260 | 1,280 | 1,300 | 1,340 | 1,380 | 1,430 | 1,470 | 1,470 |

| AC ID | Military ID | Model Name | Field Elevation | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
|-------|-------------|--------------------------|-----------------|---------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| PN66 | | P.66C Charlie | Dry Ops | 2,810 | 2,870 | 2,910 | 2,950 | 3,020 | 3,110 | 3,210 | 3,310 | 3,410 | 3,410 |
| | | | Wet Ops | 3,560 | 3,630 | 3,690 | 3,740 | 3,830 | 3,940 | 4,060 | 4,190 | 4,320 | 4,320 |
| PN68 | | Partenavia P-68 | Dry Ops | 740 | 760 | 770 | 780 | 800 | 820 | 850 | 870 | 900 | 900 |
| | | | Wet Ops | 940 | 960 | 970 | 990 | 1,010 | 1,040 | 1,070 | 1,110 | 1,140 | 1,140 |
| PN6P | | AP - 68TP-600 | Dry Ops | 5,990 | 6,110 | 6,200 | 6,300 | 6,440 | 6,630 | 6,840 | 7,050 | 7,260 | 7,260 |
| | | | Wet Ops | 7,590 | 7,750 | 7,860 | 7,980 | 8,160 | 8,410 | 8,660 | 8,930 | 9,200 | 9,200 |
| RV01 | | 101 Avara | Dry Ops | 4,020 | 4,110 | 4,170 | 4,230 | 4,330 | 4,460 | 4,600 | 4,740 | 4,880 | 4,880 |
| | | | Wet Ops | 5,100 | 5,210 | 5,280 | 5,360 | 5,490 | 5,650 | 5,820 | 6,000 | 6,180 | 6,180 |
| S200 | | TB-200 | Dry Ops | 2,760 | 2,820 | 2,860 | 2,910 | 2,970 | 3,060 | 3,150 | 3,250 | 3,350 | 3,350 |
| | | | Wet Ops | 3,500 | 3,570 | 3,630 | 3,680 | 3,770 | 3,880 | 4,000 | 4,120 | 4,240 | 4,240 |
| S210 | | C 160 Transall | Dry Ops | 9,820 | 10,020 | 10,170 | 10,330 | 10,560 | 10,880 | 11,210 | 11,550 | 11,910 | 11,910 |
| | | | Wet Ops | 12,440 | 12,700 | 12,890 | 13,090 | 13,390 | 13,790 | 14,210 | 14,640 | 15,090 | 15,090 |
| S601 | | Corvette SN-601 | Dry Ops | 4,310 | 4,400 | 4,460 | 4,530 | 4,630 | 4,770 | 4,920 | 5,070 | 5,220 | 5,220 |
| | | | Wet Ops | 5,450 | 5,570 | 5,650 | 5,740 | 5,870 | 6,040 | 6,230 | 6,420 | 6,620 | 6,620 |
| S700 | | TBM-700, TBM-700-A | Dry Ops | 5,150 | 5,250 | 5,330 | 5,410 | 5,540 | 5,700 | 5,880 | 6,060 | 6,240 | 6,240 |
| | | | Wet Ops | 6,520 | 6,660 | 6,760 | 6,860 | 7,020 | 7,230 | 7,450 | 7,680 | 7,910 | 7,910 |
| SF34 | | 34-B | Dry Ops | 3,820 | 3,900 | 3,960 | 4,020 | 4,110 | 4,230 | 4,360 | 4,490 | 4,630 | 4,630 |
| | | | Wet Ops | 4,840 | 4,940 | 5,010 | 5,090 | 5,210 | 5,360 | 5,530 | 5,690 | 5,870 | 5,870 |
| SF60 | | SIAI Marchetti SF-600 | Dry Ops | 3,360 | 3,430 | 3,480 | 3,540 | 3,620 | 3,720 | 3,840 | 3,950 | 4,080 | 4,080 |
| | | | Wet Ops | 4,260 | 4,350 | 4,410 | 4,480 | 4,580 | 4,720 | 4,860 | 5,010 | 5,160 | 5,160 |
| SH33 | | Shorts Brothers 330-100 | Dry Ops | 4,100 | 4,190 | 4,250 | 4,310 | 4,410 | 4,540 | 4,680 | 4,820 | 4,970 | 4,970 |
| | | | Wet Ops | 5,190 | 5,300 | 5,380 | 5,460 | 5,590 | 5,750 | 5,930 | 6,110 | 6,300 | 6,300 |
| SH36 | | Shorts 360-100 | Dry Ops | 4,440 | 4,530 | 4,600 | 4,670 | 4,770 | 4,910 | 5,070 | 5,220 | 5,380 | 5,380 |
| | | | Wet Ops | 5,620 | 5,740 | 5,820 | 5,910 | 6,050 | 6,230 | 6,420 | 6,620 | 6,820 | 6,820 |
| SH7 | | Shorts SC.7 Skyvan | Dry Ops | 2,780 | 2,840 | 2,880 | 2,920 | 2,990 | 3,080 | 3,170 | 3,270 | 3,370 | 3,370 |
| | | | Wet Ops | 3,520 | 3,590 | 3,650 | 3,700 | 3,790 | 3,900 | 4,020 | 4,140 | 4,270 | 4,270 |
| ST75 | | Voyager/Station Wagon 10 | Dry Ops | 3,070 | 3,140 | 3,180 | 3,230 | 3,300 | 3,400 | 3,510 | 3,610 | 3,720 | 3,720 |
| | | | Wet Ops | 3,890 | 3,970 | 4,030 | 4,090 | 4,190 | 4,310 | 4,440 | 4,580 | 4,720 | 4,720 |
| STB9 | | TB-9 | Dry Ops | 2,370 | 2,420 | 2,450 | 2,490 | 2,550 | 2,620 | 2,700 | 2,780 | 2,870 | 2,870 |
| | | | Wet Ops | 3,000 | 3,060 | 3,110 | 3,150 | 3,220 | 3,320 | 3,420 | 3,530 | 3,630 | 3,630 |
| SW2 | | Merlin IIA/B III/B/C IVA | Dry Ops | 4,490 | 4,590 | 4,650 | 4,730 | 4,830 | 4,980 | 5,130 | 5,290 | 5,450 | 5,450 |
| | | | Wet Ops | 5,690 | 5,810 | 5,900 | 5,990 | 6,120 | 6,310 | 6,500 | 6,700 | 6,900 | 6,900 |
| SW3 | | Metro III Merlin IVC | Dry Ops | 5,050 | 5,160 | 5,230 | 5,320 | 5,440 | 5,600 | 5,770 | 5,950 | 6,130 | 6,130 |
| | | | Wet Ops | 6,400 | 6,540 | 6,630 | 6,740 | 6,890 | 7,090 | 7,310 | 7,540 | 7,770 | 7,770 |

| AC ID | Military ID | Model Name | Field Elevation | | | | | | | | | | |
|-------|-------------|---------------------------|-----------------|---------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | | | | 0 - 499 | 500 - 999 | 1,000 - 1,499 | 1,500 - 1,999 | 2,000 - 2,999 | 3,000 - 3,999 | 4,000 - 4,999 | 5,000 - 5,999 | 6,000 - 6,999 | 7,000 and up |
| SW4 | | Metro II/A | Dry Ops | 6,640 | 6,780 | 6,880 | 6,990 | 7,150 | 7,360 | 7,590 | 7,820 | 8,060 | 8,060 |
| | | | Wet Ops | 8,420 | 8,590 | 8,720 | 8,860 | 9,060 | 9,330 | 9,610 | 9,910 | 10,210 | 10,210 |
| T39 | | Tampico Club TB-9 (STB-9) | Dry Ops | 2,580 | 2,640 | 2,680 | 2,720 | 2,780 | 2,860 | 2,950 | 3,040 | 3,130 | 3,130 |
| | | | Wet Ops | 3,270 | 3,340 | 3,390 | 3,440 | 3,520 | 3,630 | 3,740 | 3,850 | 3,970 | 3,970 |
| TB10 | | Socata TB-10 | Dry Ops | 2,830 | 2,890 | 2,930 | 2,970 | 3,040 | 3,130 | 3,230 | 3,330 | 3,430 | 3,430 |
| | | | Wet Ops | 3,580 | 3,660 | 3,710 | 3,770 | 3,850 | 3,970 | 4,090 | 4,210 | 4,340 | 4,340 |
| TB20 | | Socata TB-20 | Dry Ops | 3,380 | 3,450 | 3,500 | 3,550 | 3,630 | 3,740 | 3,860 | 3,970 | 4,100 | 4,100 |
| | | | Wet Ops | 4,280 | 4,370 | 4,430 | 4,500 | 4,600 | 4,740 | 4,890 | 5,040 | 5,190 | 5,190 |
| TB21 | | Socata TB-21 Trinidad | Dry Ops | 3,380 | 3,450 | 3,500 | 3,550 | 3,630 | 3,740 | 3,860 | 3,970 | 4,100 | 4,100 |
| | | | Wet Ops | 4,280 | 4,370 | 4,430 | 4,500 | 4,600 | 4,740 | 4,890 | 5,040 | 5,190 | 5,190 |
| TB9 | | Socata TB9 (STB9) | Dry Ops | 2,580 | 2,630 | 2,670 | 2,710 | 2,780 | 2,860 | 2,950 | 3,040 | 3,130 | 3,130 |
| | | | Wet Ops | 3,270 | 3,340 | 3,390 | 3,440 | 3,520 | 3,620 | 3,730 | 3,850 | 3,970 | 3,970 |
| TBM2 | | Socata TB-200 | Dry Ops | 2,760 | 2,820 | 2,860 | 2,910 | 2,970 | 3,060 | 3,160 | 3,250 | 3,350 | 3,350 |
| | | | Wet Ops | 3,500 | 3,580 | 3,630 | 3,680 | 3,770 | 3,880 | 4,000 | 4,120 | 4,250 | 4,250 |
| TS60 | | Aero Star | Dry Ops | 3,930 | 4,010 | 4,070 | 4,140 | 4,230 | 4,360 | 4,490 | 4,630 | 4,770 | 4,770 |
| | | | Wet Ops | 4,980 | 5,090 | 5,160 | 5,240 | 5,360 | 5,520 | 5,690 | 5,860 | 6,040 | 6,040 |
| VC10 | VC10 | VC-10-1150 (BAC) | Dry Ops | 7,150 | 7,300 | 7,400 | 7,520 | 7,690 | 7,920 | 8,160 | 8,410 | 8,670 | 8,670 |
| | | | Wet Ops | 9,060 | 9,250 | 9,380 | 9,530 | 9,750 | 10,040 | 10,340 | 10,660 | 10,990 | 10,990 |
| WSW | | Westwind III | Dry Ops | 2,250 | 2,300 | 2,330 | 2,360 | 2,420 | 2,490 | 2,570 | 2,650 | 2,730 | 2,730 |
| | | | Wet Ops | 2,850 | 2,910 | 2,950 | 3,000 | 3,060 | 3,160 | 3,250 | 3,350 | 3,450 | 3,450 |
| WW23 | | 1123 Westwind | Dry Ops | 5,240 | 5,350 | 5,430 | 5,510 | 5,640 | 5,810 | 5,980 | 6,170 | 6,360 | 6,360 |
| | | | Wet Ops | 6,640 | 6,780 | 6,880 | 6,990 | 7,140 | 7,360 | 7,580 | 7,810 | 8,050 | 8,050 |
| WW24 | | 1124 Westwind | Dry Ops | 4,590 | 4,680 | 4,750 | 4,820 | 4,930 | 5,080 | 5,240 | 5,400 | 5,560 | 5,560 |
| | | | Wet Ops | 5,810 | 5,930 | 6,020 | 6,110 | 6,250 | 6,440 | 6,640 | 6,840 | 7,050 | 7,050 |
| WW4A | | 1124A Westwind 2 | Dry Ops | 4,590 | 4,680 | 4,750 | 4,820 | 4,930 | 5,080 | 5,240 | 5,400 | 5,560 | 5,560 |
| | | | Wet Ops | 5,810 | 5,930 | 6,020 | 6,110 | 6,250 | 6,440 | 6,640 | 6,840 | 7,050 | 7,050 |
| YS11 | | YS-11/A | Dry Ops | 4,040 | 4,130 | 4,190 | 4,250 | 4,350 | 4,480 | 4,620 | 4,760 | 4,900 | 4,900 |
| | | | Wet Ops | 5,120 | 5,230 | 5,310 | 5,390 | 5,510 | 5,680 | 5,850 | 6,030 | 6,210 | 6,210 |

APPENDIX 2. SAMPLE LETTER OF AGREEMENT (LOA)

**Sample
Letter of Agreement
between Federal Aviation Administration
and Metropolitan Airport Authority**

PURPOSE. This Agreement delineates the responsibilities of the Federal Aviation Administration (FAA) and the Metropolitan Airport Authority (MAA) that are necessary for initiating and carrying out Land and Hold Short Operations (LAHSO) on specified runways at Metropolitan Airport.

BACKGROUND. LAHSO is an air traffic control procedure which permits the issuance of landing clearances to aircraft to land and hold short of an intersecting runway, taxiway, or other designated point on the runway. It is a procedure designed to increase airport capacity and to more efficiently move aircraft within the terminal airspace and on the airport surface.

APPROVED LAHSO RUNWAYS/LOCATIONS. The following runway hold short locations are approved for conducting LAHSO at Metropolitan Airport:

| <u>Runway</u> | <u>Location</u> | <u>Designation</u> |
|---------------|---|---------------------|
| 10L | Prior to Rwy 15/33 intersection | Day, Dry |
| 10R | Prior to Rwy 15/33 intersection | Day, Night, Day/Wet |
| 10R | Prior to Taxiway B1 intersection | Day, Night, Day/Wet |
| 15R | Prior to Rwy 10R/28L intersection | Day, Dry |
| 15L | Designated Point "HS-1" depicted on Attachment "A" | Day, Dry |

RESPONSIBILITIES OF MAA. In order to conduct LAHSO at Metropolitan Airport, the MAA agrees to be responsible for the following actions:

1. Installing LAHSO runway markings and signs at all of the above specified locations in accordance with FAA AC 150/5340-1 and AC 150/5340-18.
2. Providing FAA with distance measurements from the landing runway threshold to the LAHSO runway marking at each specified LAHSO location.
3. Installing a LAHSO in-pavement lighting system at all LAHSO locations approved for night operations, for wet runway operations, and at all locations other than those at runway/runway intersections. The lighting system shall be designed and installed in accordance with FAA AC 150/5340-29.
4. Notifying the FAA air traffic control tower whenever runway markings, signs, and/or lighting systems are inoperative.

APPENDIX 2. SAMPLE LETTER OF AGREEMENT (LOA)

5. Taking friction measurements using FAA approved self-watering continuous friction measuring devices on all runways approved for LAHSO on wet runways. Measurements are to be taken in accordance with the procedures and frequency (Table 3-1) contained in FAA Advisory Circular 150/5320-12.
6. Notifying the FAA control tower whenever a runway approved for LAHSO-Wet has been reported as having standing water, ice, snow, slush, frost, or other contaminating substances; when friction measurements have not been undertaken in accordance with this agreement; or when the average friction value of any 500 foot runway segment used for LAHSO wet operations falls below the recommended minimum friction level and the average friction values of adjacent 500-foot segments fall below the maintenance planning friction level.

RESPONSIBILITIES OF FAA AIR TRAFFIC CONTROL. In conducting LAHSO at Metropolitan Airport, the FAA shall be responsible for the following:

1. Publishing a list of runways at Metropolitan Airport that are approved for LAHSO, together with the available landing distance for each hold-short location.
2. Terminating LAHSO on any approved runway location whenever MAA reports that signs and markings are not installed or are not in accordance with this order.
3. Terminating LAHSO during wet conditions whenever MAA reports: that LAHSO lights are not installed or are inoperable; that the runway has standing water, ice, slush, snow, or contaminated substance; that friction measurements have not been undertaken in accordance with agreed schedule; or that friction values are below minimums specified in this order.
4. Terminating LAHSO at any location when, in the judgment of the Air Traffic Manager, conditions are such that an unsafe operation may result.
5. Issuing appropriate NOTAM's relating to LAHSO.

**Manager, John M. Doe
Metropolitan Airport Tower
Federal Aviation Administration**

**Manager, Mary K. Smith
Metropolitan Airport Authority**